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Operations

MISSION MANAGEMENT AND RELIABILITY REPORTING SYSTEM (MMRRS)

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This instruction implements Air Force Policy Directive (AFPD) 10-2, *Readiness*. It establishes directives and procedures used in reporting and monitoring Mobility Air Force (MAF) missions. The principle audiences of this instruction are personnel performing mission planning and/or command and control (C2) duties in the 618th Air Operations Center (618 AOC), AMC Command Posts (CP), Air Mobility Control Centers (AMCC) and mobile C2 facilities. This publication applies to Air Force Reserve Command (AFRC) MAF units and to the Air National Guard (ANG) only upon mobilization or when operating missions for Air Mobility Command (AMC), or when operating missions that are flight managed by AMC. This instruction, specializing in reporting procedures, is associated with other publications governing MAF operations. Ensure that all records created as a result of processes prescribed in this publication are maintained in accordance with Air Force Manual (AFMAN) 33-363, *Management of Records*, and disposed of in accordance with the Air Force Records Disposition Schedule (RDS) located in Air Force Records Information Management System (AFRIMS).

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SUMMARY OF CHANGES

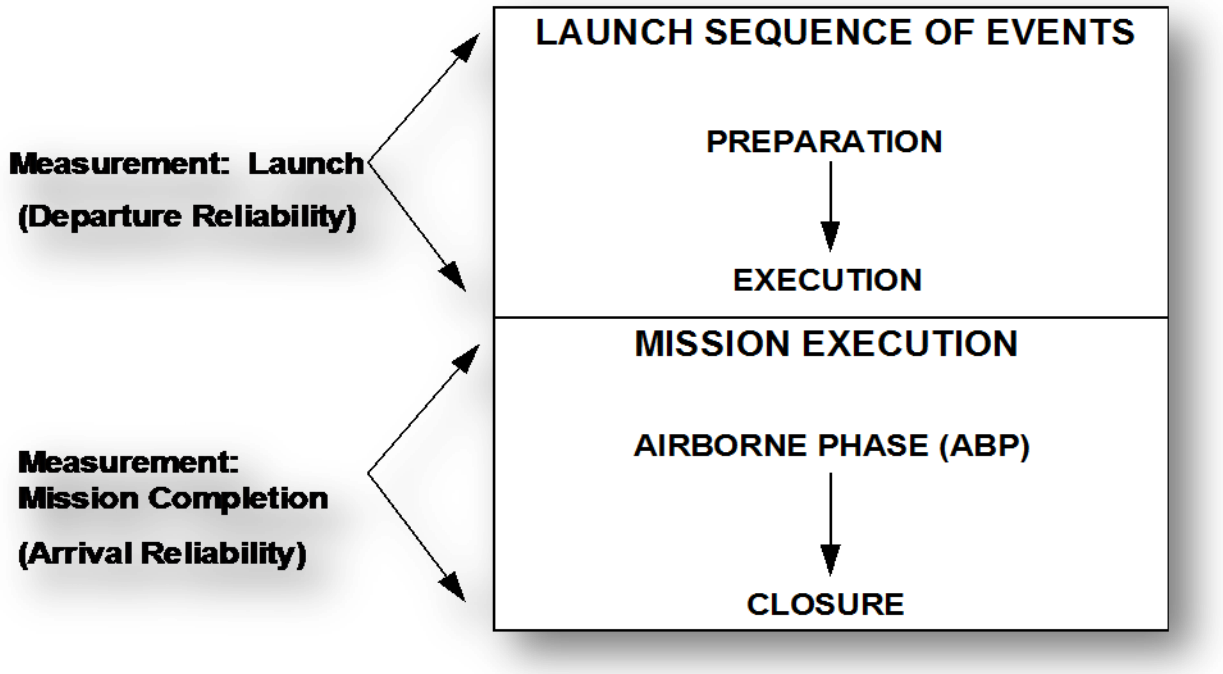
This instruction has been substantially revised and must be reviewed in its entirety. The name of this document changed from *Mission Reliability Reporting System* to *Mission Management and Reliability Reporting System*. Events precluding on-time mission execution are titled "deviations" rather than "delays." The chapters in this instruction are reorganized to flow from mission planning, to mission execution, to reporting responsibilities. Additionally**,** **Chapter 3** and **Chapter 4** are divided into sections. **Chapter 2—**En route AMC mission planning ground times are reduced by 30 minutes (15 minutes for C-130s) for all weapons systems following velocity initiative data collection results. **Chapter 3—**Additional aircrew alerting procedures for C2 personnel are prescribed. Positive alert request procedures are established. **Chapter 4—** Deviation reporting instructions for missions departing from a divert location are defined. **Chapter 5**—Hard and soft advisories are defined. Commercial aircraft departures in GDSS will follow the same rules as military. **Chapter 6—** Controllable deviations are no longer categorized as unit controllable and headquarters controllable. There are ten deviation categories. Several deviation codes have been added, deleted, or modified. 400-series deviation codes are designated as contract carrier controllable deviation codes. Mission Velocity Initiative deviation codes are established for qualifying missions. **Attachment 2** defines deviation code assignment for Aircrew/Aircraft Tasking System (AATS) overcommitment deviations. It also permits use of the "505/516" deviation codes only when the contingency/surge rate identified in **Table A2.2** is exceeded.

Chapter 1

OVERVIEW

1.1. General. The Mission Management and Reliability Reporting System (MMRRS) is designed to provide the United States Transportation Command (USTRANSCOM), Air Mobility Command (AMC), other major commands (MAJCOMs), Numbered Air Forces (NAF), and unit commanders with the information necessary to C2 MAF forces globally. Additionally, MMRRS can be used to assess (and if necessary make improvements to) the air mobility component of the Defense Transportation System (DTS). MMRRS is a tool to improve visibility and accountability of MAF aircraft from the launch sequence, through the air mobility system until mission completion, as shown in **Figure 1.1** Mission deviation identification, documentation, and subsequent corrective action achieved through MMRRS improves velocity. AMC functional areas can also use MMRRS data for detailed analysis of their portion of the mission generation process. **MMRRS will not be used as a report card on organizations or individuals.**

Figure 1.1. Mission Launch and Execution Model.



1.2. MAF C2 System Defined. The term "MAF C2 system(s)" is used repeatedly throughout this instruction. This term encompasses multiple MAF C2 systems to include AMC's primary mission execution system: Global Decision Support System (GDSS). Where applicable, GDSS is specifically referenced for data entry requirements. See **Attachment 3** for a general list of MAF Command, Control, Communications and Computer Systems (C4).

1.2.1. IAW Air Force Policy Directive 10-21, *Air Mobility Lead Command Responsibilities*, AMC, in coordination with other MAJCOMs, establishes C2 processes and in-transit visibility of aircraft, cargo, and passengers. MAF C2 system recommendations and

suggested process improvements will be addressed to HQ AMC/A3RS or the built-in system suggestion application (e.g., "Change Request" function in Global Decision Support System (GDSS))

1.3. Administration.

1.3.1. Distribution and Control. Distribution of this volume of AMCI 10-202 is authorized for all agencies required to support MAF mission planning, execution, and reporting.

1.3.2. Waivers. Process waiver requests in accordance with AFI 33-360, *Publications Management Program* and/or AFI 10-207, AMC SUP, *Command Posts.* All waiver requests to this instruction will be sent to AMC/A3OC for approval.

1.4. Security. Operations Security (OPSEC), Communications Security (COMSEC), and Information Security (INFOSEC) are everyone's responsibility. Do not discuss classified information over unsecure communications/computer systems. Follow guidance outlined in the Operations Order (OPORD), AMC Omnibus, theater Special Instructions (SPINS). HQ AMC/A3RS is the single point of contact for all requests for data from GDSS from any agency outside of the Department of Defense. Declassification authority for information within the classified MAF MAF C2 system is HQ AMC/A3.

Chapter 2

MISSION PLANNING

2.1. Mission Planning Phase. The mission planning phase starts with a validated air movement requirement received from USTRANSCOM. Upon receipt of a validated air movement requirement, 618 AOC will access the requested aircraft type and determine the availability of the resource. Afterward, a notional mission is created in the C2 system(s) and is refined by planners at both HQ and unit level until 24 hours prior to initial departure time. Mission planners at the HQ and unit level are responsible for ensuring one or more (as specified) of the following areas of the mission planning phase are accomplished:

2.1.1. MAF Mission Identifier (ID)/Mission Number Creation.

2.1.2. Mission Symbol Synchronization.

2.1.3. Mission Requirement and Schedule/Itinerary Creation.

2.1.4. Diplomatic Clearance Coordination.

2.1.5. Air Refueling (AR) Event Coordination.

2.1.6. Crew Assignment.

2.2. MAF Mission ID/Mission Number. The MAF mission ID (also known as mission number) is a management tool that allows rapid identification of airlift and air refueling missions necessary to support MAF and the DTS.

2.2.1. All mission IDs created in MAF C2 systems will be constructed IAW the *MAF Mission ID Encode/Decode Procedures.* The document is maintained by AMC/A3OC. The *Encode/Decode Procedures* outlines the authorized construction of mission IDs in MAF C2 systems regardless of command or mission type. The document is published electronically on the AMC/A3OC Air Force Portal webpage. Contact the OPR, AMC/A3OC, for a copy of the document.

2.3. Mission Symbol Synchronization. Mission planners (618 AOC, Current Operations, Scheduling, Tactics, or a similar responsible agency) will accomplish MAF mission ID and mission symbol synchronization. Mission symbol synchronization is defined as assigning a mission symbol to a mission ID at the time of mission planning. This association of a mission ID to a mission symbol will be checked for accuracy by the flying unit upon termination of the mission. The mission symbol is comprised of four alpha-numeric characters and is used to determine the mission purpose, assigned IAW AFI 11-401, *Aviation Management,* and annotated on AFTO Forms 781-Series. Mission planners will insert the mission symbol in the field provided in MAF C2 systems. At times, mission symbols may change as mission purpose(s) may change during execution, e.g., an in-system select of a channel mission to support Aeromedical Evacuation (AE). If the mission requires multiple mission symbols, synchronization is accomplished by specifying in mission planner remarks the sorties between the airfields where a particular mission symbol applies.

2.4. Mission Requirement and Schedule. Most AMC missions are first planned and allocated in the Consolidated Air Mobility Planning System (CAMPS) due to its requirement management, resource tasking, and itinerary planning functionality. Mission schedules created

in CAMPS are then sent to GDSS. Mission schedules detail the planned itinerary and resource information necessary for C2. AMC mission schedules must be visible in the MAF C2 system as soon as possible (ASAP), but not later than (NLT) 48 hours prior to execution. Air Mobility Division (AMD) theater schedules will be visible IAW Air and Space Operations Center (AOC) Air Tasking Order (ATO) guidelines. **Exceptions**: Short notice taskings which occur within 48 hours of execution will be entered as soon as known. Office of the Vice Chief of Staff, USAF (CVAM) Special Air Missions (SAM) will be entered NLT 48-72 hours prior to execution depending on the level of the user.

2.4.1. Planners, schedulers, and/or current operations personnel are responsible for making required changes to unit-planned, non-training mission schedules and entering them into GDSS. They will ensure required diplomatic clearance information and Prior Permission Required (PPRs) are requested and entered NLT 24 hours prior to initial departure (12 hours prior for training missions).

2.4.2. 618 AOC will establish an internal process to ensure that PPRs are requested prior to mission departure for all 618 AOC-planned missions. Commercial carriers are responsible for obtaining their own PPRs unless otherwise coordinated with 618 AOC.

2.4.3. All missions will contain a "Mission Planner Remark" that includes: the unit responsible for planning and the planner's name and DSN phone number (e.g., "618 AOC/EVERETT/779-1234"). If a 618 AOC mission is delegated to a unit-level planner, both the 618 AOC planner's and unit planner's information will be included in the remarks. Additionally, when user point of contact (POC) and/or onload POC information is available, it will be added to the mission external remarks, or POC tab of the mission detail in GDSS for each itinerary stop.

2.4.3.1. Planners will use the "Notes" tab in the mission details in GDSS to enter planning notes that are of interest to aircrew members and C2 personnel.

2.4.4. "As Required" Missions/Sorties. All mission schedules visible in GDSS are subject to deviation reporting, with the exception of "As Required" missions and/or sorties. "As Required" missions/sorties are established to retain flexibility when the 14-minute departure timing is not as critical as the purpose of the mission. Deviation reporting is not required for these missions/sorties. GDSS will not identify/prompt a deviation report requirement for each respective "As Required" sortie. The exceptions to this rule are Joint Airborne Transportability Training (JA/ATT) missions that position from home station to arrive at another location for on-load prior to airdrop. These missions are cut with a hard scheduled departure from home station and a hard scheduled departure from the off-station location back to home station. The sorties that are conducted while the mission is off-station that directly support the JA/ATT will be planned with "As Required."

2.4.4.1. The only missions/sorties authorized for "As Required" takeoffs are: CVAM, training with no external customers (see paragraph 7.3.1.1.2), JA/ATTs, maintenance functional check flights, weather evacuations, transfer of assignment, Business Effort, and depot input/return missions.

2.4.5. Recycle Missions. A recycle mission occurs when a mission is planned such that the resources are to be assigned to ("recycle to") a new mission immediately after termination

from its current mission. Both missions are referred to as "Recycle Missions." Recycle missions are planned to maximize resource utilization to meet the needs and requirements of multiple users.

2.4.5.1. Recycle missions must be identified with mission remarks on all affected missions by the planning/execution authority. Example**:** "MISSION WILL FLOW FROM AVW01F6D2229 AND RECYCLE TO ABW01G50A234." Additionally, the "Previous Mission" and "Next Mission" fields in the GDSS Mission Detail will reflect mission flow. Simply updating the "Previous Mission" and "Next Mission" fields on the Mission Detail without adding additional remarks, does not automatically qualify a mission to be considered a planned recycle mission for deviation reporting purposes.

2.5. Mission Planning Times. Missions are scheduled with planned ground times dependent upon mission design series (MDS). Variations in ground times may be scheduled to meet operational requirements or to allow for known operating limitations (e.g., diplomatic clearance, operating hours, airfield restrictions, etc.). Ground times will be adjusted IAW the applicable directives (e.g., AFI 11-2C-2MDSV3, OPORD, CONOPs, etc.) consistent with airfield restrictions, flow control and other operational considerations. AMC missions supporting JCS exercises and contingencies will normally use ground times contained in the AMC OMNIBUS OPLAN.

2.5.1. Table 2.1 provides a consolidated source of mission timing reported in AFI 11-2MDS-Volume 3 as well as divert mission timing established by this instruction.

Table 2.1. Mission Planning Times for AMC Missions.

	C-5	C-17	C-130	KC-10	KC-135
Basic Flight Duty Period	16 + 00	16 + 00	16 + 00	16 + 00	16 + 00
Augmented Flight Duty Period	24 + 00	24 + 00	18 + 00	24 + 00	24 + 00
Crew Alert	4 + 15	3 + 45	3 + 15	4 + 15	4 + 15
Minimum Crew Rest	17 + 00	16 + 30	16 + 00	17 + 00	17 + 00
Minimum Crew Rest w/cargo	17 + 00	16 + 30	16 + 00	18 + 15	18 + 15
Refuel Only	2 + 45	1 + 45	1 + 15	2 + 45	2 + 45
Onload/Offload/Refuel	3 + 45	2 + 45	2 + 00	3 + 45	3 + 45
Maintenance-Divert	18 + 15	17 + 45	17 + 15	18 + 15	18 + 15
Non-Maintenance-Divert	17 + 00	16 + 30	16 + 15	17 + 00	17 + 00

2.6. Diplomatic Clearances. The 618 AOC International Clearance Branch (618 AOC/XOCZD) is the focal point for aircraft diplomatic clearance information for all missions managed by AMC and Air Reserve Component (ARC) missions as specified in other coordinated directives. This does not imply that XOCZD coordinates aircraft clearance for every AMC mission, rather that the International Clearance Branch is available for technical assistance, if required. Furthermore, CP/AMCC controllers retain their responsibility to remain cognizant of diplomatic clearance requirements for missions they are working. Planners and mission execution personnel will exercise attention to detail using the diplomatic clearance GDSS application to ensure that any changes do not affect another unit's mission. 618 AOC/XOCZD is

the final authority on use and changes to the diplomatic clearance database. Refer to AMCI 11-208, *Airlift/Tanker Operations.*

2.7. Air Refueling (AR) Event Coordination. AR data is entered for those missions scheduled to air refuel. The initial entry of AR data is normally done by Planning/Scheduling/Current Operations at the same time the mission schedule is initially entered into the MAF C2 system. Tanker Activity Reports will be accomplished IAW AFI 11-222, *Tanker Activity Report.*

2.7.1. When a change in the mission itinerary/schedule causes a change in the AR event, the individual making the change is also responsible for revising the GDSS AR Event and retransmitting the AR Event.

2.7.2. When the mission is more than 24 hours prior to execution, the planner is responsible for making changes to the AR event data and ensuring complete coordination. When the mission is in execution, 618 AOC is responsible for making changes to AR Event and ensuring complete coordination. For unit training missions, the tanker unit is responsible for all coordination and reflecting the changes in GDSS.

2.7.3. When a change to an AR event is coordinated between an AMC and a non-AMC unit, the AMC unit or the 618 AOC, depending on who is managing the mission, is responsible for revising the AR Event.

2.8. Crew Assignment.

2.8.1. Crew Type Codes.

2.8.1.1. Aircrew. When a mission is planned or created, this field represents the type of crew required. However, once a primary crew is assigned to a mission, this field represents the actual complement of the crew assigned (e.g., an augmented crew will have an augmented Crew Type Code even if the mission or mission segment does not require an augmented crew). This allows C2 at all levels to readily identify the highest crew complement should an unforeseen priority need arise. Authorized crew types are listed in **Table 2.2**.

2.8.1.2. AE Crew. When AE crews are part of the mission, the actual AE crew complement assigned to that mission will be entered into GDSS. Authorized AE crews are listed in **Table 2.2**.

Table 2.2. Flight Duty Period/Crew Type Codes.

Crew Type Code	Status
A	Aircrew - Primary Augmented
B	Aircrew - Primary Basic
C	Aircrew - Commercial
D	Aircrew - Deadhead Basic
E	Aircrew - Deadhead Augmented
M	Medcrew - Primary Basic
N	Medcrew - Primary Augmented
O	Medcrew - Deadhead Basic
P	Medcrew - Deadhead Augmented
S	Miscellaneous Support Crews

2.8.1.3. Deadhead Crews. This term refers to additional crew on board the aircraft not actively operating the aircraft or performing crew duties. Deadhead crews are fully formed crews or individual crew members that are positioning to complete another mission, enter a stage, or are in need of transportation for other official duties. When informed that deadhead crew or crewmember needs transportation, the local C2 agency will inform their Air Terminal Operations Center (ATOC) of the required number of space blocked seats. The crew squadron operations center will place the crew/crew member on the mission in GDSS as a deadhead.

2.8.1.4. The "S" code is to be used for support crews, (e.g., AC/EC-130 Support Crews, C-130 Firefighting Crews, etc.).

2.8.2. Crew Complement.

2.8.2.1. Aircrew and AE squadron operations personnel are responsible for entering all required aircrew and AE crew complement information into GDSS at least 6 hours prior to scheduled mission departure. This includes flying, AE, and deadhead aircrews as applicable. They are also responsible for the accuracy of that data, to include: Flight Authorization (FA), scheduled return time (SRT), aircrew members' names, SSAN, etc.

2.8.2.2. C2 controllers will ensure aircrew data is *present* and note discrepancies to the appropriate squadron or stage who will in turn correct the data in GDSS.

2.8.3. Scheduled Return Time (SRT) and Firm Scheduled Return Time (FSRT). Unless directed differently by AOC/XOB unit current operations will calculate SRTs using the mission end time. The SRT is the same as the originally scheduled mission end time and will be used for tracking purposes. AMC's goal is to return all crews to home station NLT 2 hours past SRT. FSRT for active duty is defined as SRT plus 48 hours. For non-mobilized short term MPA ANG and AFRC crews, FSRT is defined as SRT plus 24 hours.

2.9. Station and Event Purpose Codes. These codes explain the reason a mission is scheduled to arrive or depart a location and facilitates mission support personnel in identifying requirements, equipment, and personnel that may need to be prepositioned to support the arrival of an aircraft. Missions may have different purpose codes for arrival and departure events at a ground station, but for an air refueling track or drop zone, arrival and departure purpose codes

must be the same. Loading and unloading codes take precedence over ground refueling, or aircrew change and aircrew rest codes. The exceptions to compliance with **Figure 2.3, Station and Event Purpose Codes**, are Air National Guard (ANG) missions due to the unique mission ID second character. **Note**: 'Y' purpose codes in GDSS are assigned when a sortie is cancelled. Use of this purpose code is not restricted to JA/AAT missions, but can be used when a sortie or sorties will not be flown.

Table 2.3. Station and Event Purpose Codes.

Departure Code	Arrival Code	Reasons for Departure/Arrival or A/R Track
A	A	Airborne Refueling (offload)
C	C	Aircrew Change/Rest
D	D	En route Offload (other than final offload)
E	E	Extraction Zone (EZ)
I	I	Drop Zone (DZ)
J	J	Air Abort or Diversion for aircraft system malfunction
K	K	Air Abort or Diversion for non-mechanical reasons
L	L	Local Missions (i.e., training missions)
O		Initial Onload (either outbound or from turnaround)
P	P	Positioning or depositioning (when the purpose is to position aircraft for loading, or deposition following offloading)
Q	Q	Airborne Refueling (onload and offload)
R	R	Ground Refueling Stop
S	S	En route Onload (other than initial onload)
	T	Mission Termination (other than training missions)
	U	Final Offload (either outbound or inbound)
	X	Cancelled Itinerary Stop
	Y	Skipped Leg/Drop Zone (JA/ATT missions)
Z	Z	Air Refueling (onload)

If 2nd character of mission ID is:	For initial departure of mission use:	For initial arrival of mission at onload station use:
J	P	P
V, G	P	T
U, S, X	L	L
All others	O	U

For all other departures and arrival stations, use C, D, L, R, S, X and J or K as necessary.

Purpose codes O, D, S, and U pertain to passenger and/or cargo onload/offload.

Chapter 3

MISSION EXECUTION

Section 3A—Mission Management/Monitoring and C2 Responsibilities

3.1. Mission Execution Phase. The mission execution phase starts 24 hours prior to initial departure and ends when the final arrival is entered and the mission is closed.

3.2. Mission Management/Monitoring. Execution of a mission is accomplished by certified C2 controllers, flight managers, support agencies, and aircrews performing pre-flight, in-flight, and post-flight coordination, direction, and reporting necessary to ensure successful mission accomplishment. "Mission Management" and "Mission Monitoring" are terms used only to identify the difference in scope between the activities involved. At each level, proactive management is required to ensure successful mission accomplishment.

3.2.1. Mission management is the function of organizing, planning, directing, and controlling MAF airlift and/or tanker missions operating worldwide. Mission management includes mission execution authority, the authority to direct where and when a mission goes and what it does once it arrives there. AOCs are responsible for mission management. IAW AFI 13-1AOC Volume 3, *Operational Procedures—Air and Space Operations Center*, the AOC/AMD mission manages AMD-planned missions. Note: The CP will manage all *locally* executed missions (e.g., training missions, transfer, maintenance functional check flights).

3.2.1.1. Integrated Flight Management (IFM). IFM has multiple objectives. In short, their objectives are to coordinate air mobility mission requirements with the air traffic control/management system, assure the safe execution of the mission by flight planning, flight filing, proactive flight following, and to act as a resource for aircrews as they perform their missions. Flight Managers (FM) will act as the primary link between the aircrew and outside C2 agencies as well as the 618 AOC. Sorties that are designated as IFM will be identified in the remarks section of GDSS. Flight Managers proactively manage the sortie from 6 hours prior to launch to sortie termination. Refer to AFI 11-255 Volume 3, *Integrated Flight Management Responsibilities and Procedures,* for in-depth IFM procedures.

3.2.2. Mission monitoring is the function of organizing, planning, *limited* directing, and controlling AMC missions operating from or through a specific location. *Mission monitoring does not include mission execution authority*. CPs, AMCCs, and CRG/CRE/CRTs are responsible for Mission Monitoring. CPs, AMCCs, and CRG/CRE/CRTs have no further responsibility after the mission departs their location other than performing appropriate mission movement reporting. Note: AFRC units follow guidance directed in AFI 10-207, *Command Posts*, AFRC Supplement.

3.3. C2 Scope and Execution Responsibilities. All AMC C2 agencies will comply with execution and mission movement reporting, and data entry requirements as outlined in this instruction. Additionally, C2 agencies will comply with mission management/monitoring responsibilities outlined in AFI 10-207, AMCI 11-208, applicable OPORDs, and CONOPS. The following paragraphs distinguish the scope of C2 and execution responsibilities at the HQ

and unit-level. **Note**: ARC C2 agencies will comply with applicable instructions for AFRC-tasked and NGB-tasked missions.

3.3.1. 618 AOC/XOC will:

3.3.1.1. Exercise OPCON over all Prime Nuclear Air Force (PNAF) missions IAW AFI 11-299, *Nuclear Airlift Operations*.

3.3.1.2. Perform C2 functions until inbound aircraft are within UHF/VHF range of an AMC fixed C2 location.

3.3.1.3. Act as executive agent for exercising C2 functions over AMC intertheater and CONUS missions, as well as aeromedical airlift missions.

3.3.1.4. Mission manage all AFRC/ANG aircraft operating AMC missions.

3.3.2. Air Force Reserve Command Center will monitor/manage all AFRC aircraft assigned to AFRC missions worldwide IAW AFI 10-207 AFRC Supplement.

3.3.3. ANG Command Center will mission manage ANG resources flying on ANG mission IDs.

3.3.4. 316 WG/CP, Joint Base Andrews Naval Air Facility, will:

3.3.4.1. Act as the executive agent for exercising control over 89 AW Special Air Missions (SAM) scheduled by the White House Military Office (WHMO), CVAM, Airlift Operations.

3.3.4.2. Accept and coordinate requests for airlift only from CVAM.

3.3.4.3. Coordinate SAM activities to ensure safe and reliable mission accomplishment.

3.3.4.4. Input all new mission information or changes outside of 89 AW normal business hours.

3.3.4.5. Maintain a communication system to effectively accomplish the above requirements. Voice communication and GDSS will be the primary modes to ensure near real-time inputs to all concerned agencies and to ensure safety and reliability of the worldwide airlift of dignitaries of the United States and foreign governments.

3.3.4.6. Report real time progress of other than "Close Hold" missions. This entails entering mission movement information into GDSS.

3.3.4.7. Report progress of CVAM "Close Hold" missions by exception directly to 618 AOC Director of Operations (618 AOC/XOZ).

3.3.5. CP/AMCC will:

3.3.5.1. Manage, monitor, and report unit-planned local and off-station trainers (OST). **Note:** ARC OSTs are managed by the originating unit or respective ARC Command Center as established in ARC instructions.

3.3.5.2. Use the GDSS Sequence of Events (SOE) monitor and track local activities surrounding mission execution.

3.3.5.3. Attempt to return missions arriving behind schedule to their published scheduled departure time by reducing the planned ground time without violating the minimum

ground times for that MDS. The reduced ground time and new estimated departure time (ETD) will be coordinated with 618 AOC.

3.3.5.4. Advise inbound aircraft of any unsafe conditions and coordinate diversions to alternate airfields with 618 AOC.

3.3.5.5. **(Upon request)** support Operational Support Airlift (OSA) missions that transit their location. Normal support for these missions is usually limited to airfield management operations (AMOPS) and transient alert. However, there are instances where AMC C2 assistance is requested and will be provided. Support is dependent upon conditions at the location and must be prioritized IAW the JCS priority system.

Section 3B—Aircrew and Stage Management

3.4. Aircrew Management. To ensure aircrews are available to support the AMC mission, they must be managed properly. The following responsibilities apply:

3.4.1. HQ AMC/A3O will:

3.4.1.1. Provide staff assistance in the development of operating policies dealing with aircrew management, including policies which address stage and reserve crew management, additional ground time for crew enhancement, and management of aircrew Scheduled Return Time (SRT).

3.4.1.2. Identify opportunities to use computerized methods for aircrew management and coordinate on automated system development and implementation.

3.4.2. 618 AOC will:

3.4.2.1. Ensure the mission planning process fosters the efficient use of aircrews.

3.4.2.2. Collect and present real-time data on aircrews away from home station to support efficient aircrew management IAW AMC policies.

3.4.2.3. Not allow support of short-notice theater requests for JCS priority 2,3,4 Special Assignment Airlift Missions (SAAM) with in-system strategic resources when such action would require aircrew return beyond their SRT. Strategic resources may be used, but only those that are pre-positioned for specific theater support. Priority 1 SAAMs, natural disaster relief, emergency air evacuation, and JCS directed requests will continue to be supported as required. Exceptions on a case-by-case basis must have 618 AOC/XOZ approval.

3.4.2.4. Monitor crew SRT for crews operating AMC missions worldwide. Certain factors, such as mission delays and deviations could cause crews to return to home station after SRT. 618 AOC/XOZ is the approving authority for crews requesting SRT overflight. Once the SRT extension is approved, the circumstances and completed coordination should be included as a remark. Do not change the SRT contained in the designated field of the GDSS Mission Detail for SRT extensions.

3.4.3. CP/AMCC controllers will:

3.4.3.1. Monitor crew SRT for AMC crews operating AMC missions at their location. Certain individual or combined deviations will cause crews to return to home station after

SRT. Crews may request SRT extensions through their owning units. 618 AOC/XOZ is the final approving authority. Once the SRT extension is approved, the circumstances and completed coordination should be included as a remark. Do not change the SRT contained on the GDSS Mission Detail.

3.4.3.2. Make every effort to return crews on home station aircraft, within the parameters of effective mission execution by coordinating with 618 AOC.

3.4.4. Alerting Procedures. C2 agencies will follow aircrew alerting procedures as outlined in AFI 11-2MDS, Volume 3. In addition to those procedures, the following applies:

3.4.4.1. For 618 AOC-tasked missions, AMC C2 agencies are only required to alert the aircraft commanders of the primary/flying aircrew, deadhead aircrew, and (for AE operations) Medical Crew Director (MCD). C2 controllers will not alert the remaining aircrew members on any of the aforementioned aircrews. Other personnel to include DVs, Flight Examiners, and Additional Crew Members (ACM) desiring an alert, must coordinate with the controlling C2 agency. When multiple aircrews are operating on a mission, the priority for alerting aircrews is as follows: (1) Primary/Flying Aircraft Commander; (2) MCD; (3) Deadhead Aircraft Commander; (4) Flight Examiners, DVs, and other ACMs.

3.4.4.2. Except during emergencies or as authorized by AMC/A3, C2 agencies will not disturb an aircrew member in crew rest. C2 agencies will not contact crew members prior to LFA even for the purpose of resetting the aircrew or releasing them.

3.4.4.3. In the event that the C2 agent cannot contact the AC, C2 will contact the next ranking crew member, proceeding down the FA until a crew member is contacted. C2 agents will inform the crew member that he/she is accepting the crew alert for the entire crew and is responsible for ensuring that the remaining crew members receive the alert.

3.5. AMC Stage Management System. This system is activated by 618 AOC/XOB when necessary to maximize airlift/air refueling capability IAW AMCPAM 10-210, *Stage Crew Management*. Staging aircrews at critical locations minimizes the time aircraft spend on the ground awaiting rested aircrews. This is a force multiplier providing significantly increased airlift and air refueling capability. Once activated this system is managed by 618 AOC/XOZ.

3.5.1. Objective. The objective of the Stage Management System is to provide well-rested aircrews with the appropriate Legal for Alert (LFA) time to accomplish the mission. By providing accurate reports to HQ, stage managers facilitate effective and efficient airlift and air refueling operations.

3.5.2. Types of Stages:

3.5.2.1. Directional Stage. A Directional Stage flows in only one direction; e.g., eastbound in which aircrews and missions continue in the same direction.

3.5.2.2. Bidirectional Stage. A bidirectional stage is one in which the stage aircrews flow in two or more directions. This type of stage requires more management and decision-making. SRTs will normally establish each aircrew's availability for additional missions.

3.5.2.3. Mechanical Stage. Mechanical stages may be established by the CP/AMCC where no crews are staged. The stage is created when a mission is delayed or aborted and

the crew goes into crew rest. Mechanically staged crews become first out in the same direction when legal for alert. An inbound crew may be bumped from the mission even though they have sufficient duty time remaining to complete that mission. Mechanical staging of non-mobilized AFRC aircraft/crews requires coordination with HQ AFRC/A3O and the operating unit prior to bumping the crew from the aircraft/mission. An inbound AFRC crew will not be bumped beyond its FSRT without HQ AFRC approval.

3.5.3. C2 Stage Management Integration. If an AMC C2 capability (fixed or mobile) exists at a stage location, the C2 agency is responsible for managing the stage as long as the number of stage aircrews provided does not exceed four. However, if the number of stage crews exceeds four, HQ AMC/A3MG should deploy the Mobile C2 Aircrew Stage Control unit type code (UTC) 7E1AN. This package contains personnel and equipment and can stand alone but requires Expeditionary Combat Support.

3.5.3.1. Each stage location will have a Senior Stage Manager (SSM) and a number of duty stage managers. The SSM will contact the senior AMC official at stage locations with an existing AMC C2 agency to coordinate facilities and support. At pre-existing CP/AMCCs locations (example C-17's staged out of Ramstein or Incirlik) supporting deployed air expeditionary type squadrons, groups, or wings, the deployed flying squadron will provide stage managers.

3.5.3.2. The stage management workspace should be collocated with but separate from the local AMC C2 function (CP, AMCC, CRG/CRE/CRT, etc.) in order to expedite information flow. It is absolutely critical that the activities, functions, and responsibilities of the stage manager and the local C2 agency be fully coordinated to avoid conflicts and/or duplication of effort.

3.5.3.3. Stage managers will identify stage crews in their stage and assign crews to missions using GDSS. Stage managers are responsible for managing crews and crew members assigned to a stage operation. Stage managers will coordinate crew assignments and any proposed mission changes with the local C2 agency.

3.5.4. Mobility Stage Operations Cell (MSOC), also known as the "618 AOC Stage Manager," personnel are sourced by AMC/A3MG. Stage managers will report to 618 AOC/XOC for administrative support. The MSOC collects aircrew data from location stage managers and provides direction for routine aircrew stage management. Final authority for operational issues rests with 618 AOC/XOZ.

3.5.5. Location stage managers sourced by AMC/A3MG report directly to the AMC commander at that location, in close coordination with the MSOC. Close coordination between location stage managers and local C2 agencies is vital to ensure all operational aircrew concerns are addressed and properly managed. It is vital to the success of the mission that location stage managers deployed in support of air expeditionary type squadrons work very closely with the AMC commander at that location. A memorandum of agreement/understanding (MOA/U) should be in place between commanders to help clarify this dynamic situation. Regardless, location stage managers are responsible to set aircrews LFA, arrange transportation, and brief crews on applicable items. They are responsible for all aspects of aircrew related support for the staged aircrews to include recording, compiling,

and reporting aircrews-relating information to the MSOC in accordance with AMCPAM 10-210, *Stage Crew Management*.

3.5.6. Stage Crew Priorities. (1)-Emergency return, (2)-SRT, (3)-In stage over 48 hours, followed by (4)-First in first out.

3.5.7. For further information on stage aircrew management procedures and techniques, refer to AMCPAM 10-210, *Stage Crew Management.*

Section 3C—Positive Alert/Launch and Secure Launch Procedures

3.6. Secure Launch Procedures. The secure launch program attempts to minimize exposure of forces by identifying potential high threat locations/areas and maintaining timely intelligence information during mission execution. Additional information and C2 procedures for the Secure Launch Program are outlined in AMCI 11-208. It is imperative that controllers are aware Secure Launch Program requirements in order to avoid exposing resources to hostile threats.

3.7. Positive Launch Procedures. Positive launch is used by 618 AOC to ensure flow control and for other management reasons. When implemented, departure station C2 agencies will be notified of applicable missions. The requirement to provide a positive launch is indicated in the remarks section of GDSS. C2 agencies will call the 618 AOC/XOCG for alert/launch coordination and approval one hour prior to aircrew alert at crew rest locations and one hour prior to departure at en route stops. Aircrews will be prepared to hold in place at flight duty stations for Positive Launch Approval. 618 AOC/XOZ is the mission launch approval officer.

3.8. Positive Alert Procedures. Positive alert is used by 618 AOC to ensure flow control and for other management reasons. When implemented, departure stations C2 agencies will contact the 618 AOC prior to alerting any crew for an AMC mission to confirm mission may depart on schedule. 618 AOC will coordinate approval for mission to launch on time. 618 AOC/XOCG will coordinate with the Flight Manager if any leg of the mission is an IFM sortie. C2 agencies will not alert AMC crews without 618 AOC approval when these procedures have been implemented.

3.8.1. Prior to contacting the 618 AOC, the CP/AMCC will input a GDSS Info Remark on the departure sortie of the mission stating the following:

3.8.1.1. Maintenance status of the aircraft, e.g., FMC, PMC.

3.8.1.2. Legal for Alert (LFA) time of the aircrew.

3.8.1.3. ETD for which the crew will be alerted.

3.8.1.4. **(For missions immediately proceeding to an AR Track)** the tanker unit POC confirming the status of the tanker and AR event.

3.8.1.5. Example positive alert request: "REQUESTING POSITIVE ALERT. LFA: 265/1000Z, ETD: 265/1415Z, FMC. LTAG TTF POC: KENNEDY"

3.8.2. After submitting the Info Remark, CP/AMCC controllers will contact 618 AOC/XOCG to request positive alert.

3.8.3. If positive alert is approved, the 618 AOC/XOCG will input a GDSS Info Remark on the departure sortie of the mission stating the approving 618 AOC Duty Officer's name. Example: "POSITIVE ALERT APPROVED BY MAJ SCOTT"

3.8.4. If positive alert is denied, the 618 AOC/XOCG will input a GDSS Info Remark on the departure sortie of the mission stating the denying 618 AOC Duty Officer's name and the reason for denial.

3.8.5. The 618 AOC/XOCG will not place customers on hold during this process. This allows CP/AMCC controllers to continue performing other C2 duties. *Under no circumstance will CP/AMCC controllers assume positive alert is approved without notification from 618 AOC.* CP/AMCC controllers are responsible for re-initiating this process if positive alert is not approved prior to scheduled alert time.

Section 3D—Computer Flight Plan (CFP), Aircrew Departure Papers (ADP), MICAP/VVIP

3.9. Computer Flight Plans (CFP). The following paragraphs supplement CP/AMCC CFP responsibilities outlined in AMCI 11-208.

3.9.1. 618 AOC/XOCZF Flight Plans branch will provide multi-leg flight plans for non-IFM sorties so that an aircrew has all the flight plans they need to get them to the next AMC supported location. To ensure aircrews depart with all required CFPs, controllers will check GDSS and retrieve flight plans if there are follow-on sorties transiting non-AMC supported locations. For IFM sorties, the C2 controllers may be responsible for downloading the IFM aircrew departure papers and providing them to the aircrew. **Note:** At some locations, the unit has elected to delegate this responsibility to another functional area, such as weather, AMOPS, stage, squadron, etc.

3.9.2. Under no circumstance will C2 controllers be responsible for completing/filing aircrew flight plans (1801's, etc.). While C2 controllers may assist by faxing or e-mailing completed forms to applicable agencies the aircraft commander retains responsibility for ensuring the completeness, accuracy and proper filing of flight plans.

3.10. Weather Package (Briefing) Requests. When desired, weather packages (briefings) for AMC missions must be requested in GDSS by the aircrew, AOC Flight Manager, or responsible agency prior to departure. The responsible agency may retrieve published packages from GDSS.

3.10.1. IFM Sorties: The 618 AOC Flight Manager will request the package on behalf of the crew. Flight Managed missions will have weather published as part of the Aircrew Departure Paper (ADP).

3.10.2. Non-IFM Sorites: Aircrew, planners, schedulers, current operations, C2, or similar responsible agency will use GDSS to request a weather package.

3.11. Aircrew Departure Papers (ADP). All CP/AMCC controllers will be proficient in retrieving ADPs ("IFM Packages") from GDSS. This does not mandate the CP/AMCC as the sole agency capable of retrieving and printing ADPs. Units will define a process that ensures aircrews receive ADPs in a timely manner. Consider existing local mission support activities (e.g., Prime Knight, One-Stop, etc.) when defining this process.

3.12. Control of AMC Mission Impaired Capability Awaiting Parts (MICAP) and Very, Very Important Parts (VVIP). Specific responsibilities are outlined in AMCI 23-102,

Expeditious Movement of AMC MICAP/VVIP Assets. 618 AOC/XOCL function coordinates all requirements to ensure timely movement of AMC MICAP and VVIP and notifies the destination CP/AMCC that AMC MICAP and/or VVIP parts are inbound. CP/AMCC controllers receiving information on inbound/outbound AMC MICAP and VVIP items will relay this information via phone to the ATOC, MOC and/or aircrews, as required. Additionally, CP/AMCC controllers will review Mission Detail remarks to confirm the presence if MICAP on aircraft transiting their location.

Section 3E—Deviations During Mission Execution

3.13. Mission Schedule Edit/"Recut. " At times, 618 AOC will "recut" missions in order to maximize resource utilization and facilitate the safe and timely delivery of cargo/pax/fuel. When this occurs, it is necessary to update the mission schedule in the MAF C2 system to ensure that all affected organizations are updated with revised mission information. Remarks are mandatory for each mission schedule change. See Chapter 5 for recut data entry requirements.

3.13.1. Prior to entering execution, the planning agency is responsible for coordinating and posting mission schedule changes. During the execution phase, the controlling C2 agency is responsible for coordinating and posting any changes to the schedule.

3.13.2. Units are responsible for making mission schedule changes only to missions created at the unit-level. Units may change training missions anytime during planning or execution. Ensure coordination with all unit agencies and applicable downline stations is accomplished.

3.13.3. Headquarters (HQ) missions will only be changed at the HQ level unless the mission has been delegated to the unit planner (e.g., CVAM delegates GDSS itinerary changes to 316 WG/CP and 6 AMW/CP for SAM and Special Air Resource (SPAR) missions, respectively). The agency responsible for mission schedule changes will ensure coordination with all affected agencies and downline stations is accomplished.

3.13.3.1. In-System Select (ISS). 618 AOC/XOC, in coordination with applicable agencies, and with the Director of Operations (618 AOC/XOZ) approval, may re-direct AMC missions to support short-notice, high priority mission tasking such as AE.

3.13.4. When a user-requested change to a single user mission (SAAM, Exercise, or Contingency) is validated and approved, the following procedures will be used:

3.13.4.1. The mission schedule will be changed if the proposed timing does not cause a conflict (follow-on mission, downline restriction, etc.). 618 AOC will resolve conflicts with down-line stations and other interested agencies.

3.13.4.2. If the change cannot be supported, and the mission is still delayed, use the appropriate sympathetic deviation code (see Chapter 6). A sympathetic deviation occurs as a result of circumstances that cause an aircraft or formation to run in delay e.g., En-route Support Team Advanced (ESTA) and/or troop commander chooses to deviate without a validated timing change.

3.13.4.3. Mission schedule changes made as a result of validated and approved user requests will include "USEREQ" as the reason for change code in GDSS.

3.13.5. The authorized reasons for mission schedule changes include, but are not limited to the following (all applicable reasons must be coordinated):

3.13.5.1. Onload/offload location of cargo/pax has changed.

3.13.5.2. A cargo/pax/fuel requirement is added/changed/deleted in the mission itinerary/detail. (**Note**: For single user missions, the deviation will be attributed to the user).

3.13.5.3. The cargo/pax requirement has changed, and this change requires additional stop(s) for fuel or other requirements.

3.13.5.4. Change in positioning/depositioning requirements only (no active mission legs from initial on-load to final off-load affected).

3.13.5.5. Channel mission recuts/edits will be coordinated with the 618 AOC Aerial Port Control Center (APCC). APCC will coordinate pax and cargo requirements with all affected units.

3.13.6. Do not recut/edit or change the mission schedule for the following reasons:

3.13.6.1. To delete an over-flown station.

3.13.6.2. To hide or mask a deviation. There are many valid reasons for a mission schedule change for missions currently running in delay. However, use extreme caution during the change process so as not to mask a deviation. Examples of masking a deviation are:

3.13.6.2.1. A quiet hours deviation that was caused by improper mission planning. This does not include missions that are already delayed from a previous location and are now affected by quiet hours of future arrival locations.

3.13.6.2.2. Changing a mission itinerary/schedule to more accurately reflect the new timing at downline locations is authorized; however, it will not be done if it masks a mission deviation at any previous location.

3.14. Air Refueling Delays and Cancellation Procedures. C2 agencies supporting missions scheduled for an AR event must coordinate and report delays/cancellations ASAP.

3.14.1. AMC C2 agencies controlling the tanker will notify the receiver unit's C2 agency and 618 AOC as soon as they are aware a refueling mission will not be able to meet scheduled time. Upon contacting 618 AOC, C2 controllers query if the tanker aircrew should be alerted on time or delayed (if not already accomplished). 618 AOC/XOCG will coordinate with the Flight Manager if any leg of the mission has an IFM sortie. Units will submit the required advisory explaining the delay.

3.14.2. At least 30 minutes prior to alerting the receiver aircrew, AMC C2 agencies supporting a mission scheduled to receive fuel will contact the tanker's C2 agency and confirm the tanker aircraft is mission capable and anticipating an on-time takeoff. If the tanker is not on time, en route locations will contact 618 AOC to determine if the receiver aircrew should alert on time. If the alert is delayed, units will submit the required advisory with remarks explaining the delay.

3.15. Diverts. If an aircraft commander decides to reroute or divert the aircraft, the 618 AOC must be notified ASAP. 618 AOC is the approval authority for all diverts/reroutes, however, if an aircraft commander must divert prior to 618 AOC notification/approval, he or she will notify

618 AOC ASAP. All diverts/reroutes will be tracked in the GDSS with the applicable purpose code. This includes local training missions. Refer to **Chapter 5** for divert data entry procedures.

3.15.1. When a CP/AMCC is the first C2 agency notified of a divert, the 618 AOC/XOCG will be notified immediately of the divert to include the divert location and the estimated time of arrival (ETA). Additionally, the first notified CP/AMCC will input the divert into GDSS.

3.15.2. When 618 AOC is the first C2 agency notified of a divert, they will immediately notify the destination CP/AMCC or, in the absence of AMC C2, AMOPS, operations center or similar function. Additionally, the 618 AOC will input the divert in GDSS.

3.15.3. When a C2 agency directs a mission to fly to an alternate airfield, the agency will ensure conditions at the alternate airfield are suitable for the directed action. That is, the C2 agency will ensure the aircraft/aircrew can comply with existing weather conditions, NOTAMs, and airfield suitability information before directing the alternate landing site.

3.15.4. Maintenance Divert. A maintenance divert is a diversion or air abort from the schedule due to an aircraft system malfunction. The purpose code used to indicate a maintenance divert is "J". A maintenance divert occurs as an air abort when an aircraft system malfunction prohibits the aircraft from continuing to its next scheduled destination. A maintenance divert can also occur while the aircraft is on the ground and it must be flown to a different location other than the next scheduled location for repairs. Because this is not normally a planned event, a 2-hour crew/maintenance troubleshooting and repair ground time is authorized for the location providing the service. If the aircraft cannot be repaired within 2 hours, the crew is normally entered into crew rest and scheduled to depart based on the authorized maintenance divert ground time. If the crew is able to complete the next sortie within their crew duty time, they do not have to enter crew rest. In this case they must consider troubleshooting/repair time.

3.15.5. Non-Maintenance Divert. A non-maintenance divert is a diversion or air abort from the schedule for non-mechanical reasons and not related to a user's validated onload/offload of cargo/pax. The purpose code used to indicate a non-maintenance divert is "K". If the mission cannot proceed within the crew duty time, the crew is normally entered into crew rest and scheduled to depart based on the authorized non-maintenance divert ground time. If the crew is able to complete the next sortie within their crew duty time, they will not have to enter crew rest.

Section 3F—Early Termination, Cancellation, and Closure

3.16. Early Termination. Early termination occurs when a mission is on the ground at a station after the originating location, but will not continue on the planned itinerary. These missions have actual times reported. The mission will go into review ("REV") status and the crew and aircraft will be automatically de-assigned. All other mission data will remain. A mission can be resumed, if needed. If not, then the mission must be closed IAW para 3.17.

3.17. Mission Cancellation. A mission cancellation can only occur when a mission does not depart from the originating station for any reason. Missions that have no actual departure or arrival times may be cancelled at any time. GDSS will keep these cancelled missions in the database for 96 hours. Within the 96 hour window the missions can be reinstated. After 96

hours the mission will be purged from the active GDSS mission database and be archived for historical purposes in AHS. Missions that have no actual times reported and are greater than 48 hours past their initial scheduled time of departure will be automatically changed to "Cancelled" but can be reinstated up to 144 hours after their initial scheduled time of departure. After 144 hours, the missions will automatically be purged from the active GDSS mission database and be archived for historical purposes in AHS.

3.18. Missions in Review and Closures. After the final actual time in blocks (ATB-in) is entered into GDSS, the mission status changes to "REV" meaning "review status" if all mandatory data is already input for all sorties. All missions must be closed ("CLO") in GDSS within 8 hours of mission termination to decrease database clutter and enhance system performance. A mission may remain open indefinitely if a 555 deviation is unresolved. Missions departing from a location with fixed AMC C2 with a 555 assigned, will automatically convert to a 255 at 48 hours after entry. For all other locations, the 555 will convert to 501.

3.18.1. For AMC missions terminating at AMC locations, the unit C2 controllers will review the mission and ensure all mission data is entered into GDSS (i.e., all actual times are entered, delayed departures have deviation information, and all 500-series delays have a control number and validated by the 618 AOC delay controller, etc.). After verifying all data is entered, the C2 controller will "close" the mission.

3.18.1.1. The 316 WG/CP and 6 AMW/CP will close all missions assigned to their units, regardless of the termination location.

3.18.2. For AMC missions terminating at locations without AMC C2 presence, 618 AOC will review the mission and ensure all mission data is entered in GDSS (i.e., all actual times are entered, delayed departures have deviation information, and all 500-series delays have a control number and validated by the 618 AOC delay controller, etc.). After verifying all data is entered, 618 AOC will "close" the mission. The responsibility for closing Strategic Arms Reduction Treaty (START) missions is reserved for 618 AOC/XOCG. C2 Controllers can identify a START mission by reviewing the Mission Planner Remarks section of the GDSS Mission Detail.

3.18.3. All other non-AMC units are responsible for ensuring all missions under their control are closed regardless of location of termination.

3.18.4. AMD C2 controllers will ensure all AMD-managed missions are closed at termination regardless of termination point. AMD will direct unit level mission monitors at mission termination locations with C2 capabilities to close their missions and at termination locations without C2 capabilities AMD mission managers will close missions.

3.19. Mission Deletion. Deleting a mission is final and permanently deletes all mission records. A mission cannot be retrieved once deleted. With few exceptions, only mission planners should delete missions, not mission execution/C2 personnel. Missions with actual times will not be deleted.

Chapter 4

MISSION MOVEMENT REPORTING RESPONSIBILITIES

4.1. General. The purpose of this chapter is to establish responsibilities for major functional areas involved in the mission movement reporting process. Personnel using GDSS must report timely and accurate mission information, as specified in **Chapter 5**. AMC C2 personnel will be trained to operate GDSS IAW AMC Master Training Plan (MTP) and local directives, as applicable.

4.2. Headquarters' Responsibilities.

4.2.1. AMC/A3OC will:

4.2.1.1. Enforce Mission Management and Reliability Reporting System (MMRRS) policy and procedures.

4.2.1.2. Assist AMC/A3RS, AMC/A3MG, and AMC/A3DI and MAF C2 system Program/Functional Managers in defining policy and procedures, validating existing C2 system requirements, and developing new requirements as C2 systems must evolve to meet mission requirements.

4.2.1.3. Arbitrate disputed deviation code assignments as described below:

4.2.1.3.1. Arbitration. Arbitration is not intended to resolve internal unit-level (e.g., Aerial Port versus Maintenance Group) disagreements in deviation code assignment. Rather, formal arbitration is required when POCs at the unit (to include transiting aircrews) and HQ level cannot come to a consensus on deviation code assignment. AMC unit commanders will designate a single representative as the unit POC for arbitration issues.

4.2.1.3.2. Requesting Arbitration. A notification (telephonic or e-mail) sent by the unit, aircraft commander, or 618 AOC to AMC/A3OC with mission ID, assigned deviation code, name(s) of personnel contacted (at 618 AOC or unit), and the proposed deviation code. AMC/A3OC will arbitrate and assign a deviation code based upon all official records containing mission information including but not limited to: GDSS data, Logbook, remarks on CP/AMCC Aircrew Management and Mission Monitoring forms, commercial carrier contracts, CP Events Logs, and voice data files from recorded telecommunications systems. For aircrew arbitration requests, the aircraft commander's comments will suffice. After thorough research and analysis of the mission, AMC/A3OC will assign a deviation code and enter it into GDSS with the applicable remarks. **Arbitration decisions and deviation code assignments are final**. Note**:** AMC/A3OC is not required to obtain a control number for assignment of a 500-series deviation code.

4.2.2. 618 AOC/XOCG will:

4.2.2.1. Exercise day-to-day oversight of MMRRS. This oversight is delegated by AMC/A3, Director of Operations.

4.2.2.2. Ensure MAF C2 system users report accurate and timely data. **Note:** 618 AOC personnel will not change information without coordination and approval by the applicable unit(s).

4.2.2.3. Enter timely and accurate information for all AMC missions and AMC-gained resources operating AMC missions that transit locations without an AMC C2 agency, to include BUSINESS EFFORT missions.

4.2.2.4. Accomplish all required coordination and GDSS updates for 618 AOC-directed or validated mission deviations. This also applies to ANG assets. However, prior coordination with the NGB/A3X, Staff Duty Officer (SDO) is mandatory. The SDO is available 24-hours daily and can be reached at DSN (312) 858-6001 or commercial phone number (301) 981-6001.

4.2.3. Air Mobility Division (AMD). C2 controllers at AMDs will manage and coordinate the execution of all strategic air mobility operations supporting the AOR. Mission monitoring will facilitate centralized control of strategic resources. AMD controllers will adjust and coordinate the interface of 618 AOC-scheduled air mobility operations based on the current theater situation. The AMD is responsible for entering and correcting all mission data and closing missions within the C2 systems.

4.3. Unit-Level Responsibilities. The overall responsibility for correct and timely reporting at locations with AMC forces rests with the AMC unit commander.

4.3.1. CP/AMCC/CRG/CRE/CRT will:

4.3.1.1. Report timely and accurate mission information for all MAF missions transiting their location. **Note:** For training missions, missions with a priority 2C1 and lower, CPs will submit mission movement data received from aircraft commanders transiting locations without AMC fixed C2.

4.3.1.1.1. AMC deployed forces including Tanker Task Force (TTF), Contingency Response Group (CRG), CRE/CRT, and Expeditionary Air Refueling Units, are responsible for entering all mission movement data directly into GDSS <u>when no AMC C2 exists</u> at the deployed location.

4.3.1.1.1.1. For locations with both an AMC C2 presence and TTF, the AMC C2 agency will coordinate closely with TTF personnel to gather information in order to update the GDSS with required mission movement data. The primary responsibility for reporting this information rests with the AMC C2 agency.

4.3.1.1.2. Mission movement reporting for USAFE and PACAF assigned aircraft flying Transportation Working Capital Fund (TWCF) missions operating on AMC mission IDs is accomplished through CPs/AMCCs to 618 AOC. After launch of a mission from an en route station, that station's CP/AMCC normally has no further responsibility for mission execution other than performing the appropriate mission movement reporting.

4.3.1.2. Ensure required pre-departure data is visible in GDSS by the appropriate agencies at their location (reference AFI 10-207 for "Originating Mission Setups"). Changes to resource status must be reported in GDSS and/or telephonically to 618 AOC/XOCG (for AMC missions).

4.3.1.3. Ensure required mission movement data (arrival, departure, deviation, advisory, remarks, etc.) are entered into GDSS as specified in this instruction by the appropriate agencies at their location.

4.3.1.4. Ensure all post-mission activities are accomplished at locations where the mission terminates. C2 controllers will make every attempt to contact crews to retrieve missing data in GDSS (i.e., deviations, arrival/departure times) and will coordinate with 618 AOC for data entry of the missing information. For training missions, the home unit is responsible for entering and correcting all mission data.

4.3.1.5. Query aircrews of any OPREP-3 reportable activity occurring during the mission that was not previously reported by another C2 agency.

4.3.2. Maintenance Operations Center (MOC) controllers (or comparable maintenance control agency) coordinate execution of the flying and maintenance schedule in accordance with AFI 21-101, *Aircraft and Equipment Maintenance Management*. MOC controllers will coordinate with the appropriate agencies if a mission does not have a properly assigned tail number in GDSS within 6 hours of scheduled departure time. C2 controllers will obtain the following information from MOC for MMRRS data:

4.3.2.1. Work Unit Code (WUC) for the first five positions of the deviation remarks.

4.3.2.2. A description of the maintenance discrepancy and corrective action.

4.3.2.3. Actual times of completion for monitored SOE events for which MX is the OPR (e.g., fuel upload complete, engine start time, etc.).

4.3.2.4. Estimated Time in Commission (ETIC) for aircraft that are not mission capable.

4.3.2.5. ETA of MICAP and Maintenance Recovery Teams (MRT)/Personnel.

4.3.3. Air Terminal Operations Center (ATOC) controllers or comparable air terminal operations personnel are responsible for ensuring all planned and actual cargo and passenger information is entered into the MAF C2 system, whether it is entered in GATES or GDSS. Planned cargo data and passenger data will be entered NLT 6 hours prior to scheduled departure time. Actual cargo and passenger data will be entered into GATES or GDSS as soon as it is known, but NLT than 30 minutes after departure. ATOC controllers are responsible for providing all required transportation information when mission deviations are attributable to transportation operations. C2 personnel will obtain actual times of completion for monitored SOE events for which TR (transportation) is the OPR (e.g., cargo upload start/complete, pax onload start/complete, etc.).

4.3.4. ARC Reporting Responsibilities.

4.3.4.1. AMC-gained forces on non-AMC missions at CONUS locations without an AMC C2 presence will report to their home unit. ARC forces performing non-AMC missions who are unable to report through parent command C2 agencies may contact the 618 AOC with the appropriate data. If the mission is OCONUS, the AC may contact the AMC C2 agency at his/her location or the 618 AOC with mission movement data regardless of mission type. AMC-gained aircrews on IFM missions will report mission data to their assigned Flight Manager IAW AFI 11-255V3.

4.3.4.2. ANG aircraft commanders on non-TWCF and non-Operations and Maintenance (O&M) ANG missions will contact ANG Command Center with flight-following information.

4.4. Special Mission Reporting Procedures. The 316 WG/CP (on behalf of the 89 AW) and 6 AMW/CP report for SAM/SPAR missions scheduled by the Office of the Vice Chief of Staff (CVAM), USAF. Only the 316 WG/CP is permitted to enter SAM mission movement information into C2 systems. Only the 6 AMW/CP is permitted to enter SPAR mission movement information into the C2 systems.

4.5. Exceptions to Reporting Mission Movement in MAF C2 Systems. Reporting exceptions will be granted on a case-by-case basis only after approval by the unit's MAJCOM. MAJCOMs will coordinate all exceptions with AMC/A3OC.

4.5.1. Voice Reporting. When access to GDSS is interrupted or the system is not available, units will voice report mission movement and resource information to the 618 AOC. AMC crews will call the 618 AOC when transiting locations without AMC C2 facilities (AMC CP/AMCC/CRE). AMC crews on IFM missions will report to their assigned Flight Manager when transiting locations without AMC C2 facilities. 618 AOC/XOCG will update the MAF C2 system as needed, and notify all AOC mission execution agencies (e.g., APCC, XOCL, XOZ, SIDO, etc.) of the system interruption.

4.5.2. Units will submit voice reports on all JCS priority "1A" missions (i.e., PHOENIX BANNER/SILVER/COPPER, PNAF, etc.) IAW AMCI 11-208. This voice report is required in addition to reporting in GDSS.

Chapter 5

DATA ENTRY PROCEDURES

5.1. General. This chapter provides information and data entry criteria for mission and resource management, and movement reporting in GDSS. Enter all arrivals, departures, deviations, advisories, resource assignment, resource status change, and other related mission and resource data ASAP, but NLT the times specified below. GDSS User Manuals provide operating procedures for data entry. All MAF C2 system users will use the procedures outlined in the applicable manuals. GDSS user manuals and checklists are available on the GDSS Support Site at URL **https://gdss2support.scott.af.mil/**.

5.2. Aircraft Communications Addressing and Reporting System (ACARS). Since the increase in ACARS-equipped aircraft and the introduction of GDSS, use of ACARS to populate times is common. C2 controllers must ensure that all auto-populated times are accurate. C2 controllers have the ability to view all times and override ACARS-generated date/time inputs when the ACARS message is determined to be in error. As GDSS functionality, privileges and reports become available, AMC C2 controllers will use ACARS as the primary means of communication for official messages when the aircraft is not within UHV/VHF range.

Section 5A—Arrivals, Advisories, Remarks and Departures

5.3. Arrivals. Data must be entered ASAP, but NLT 15 minutes after the aircraft has blocked-in. **The goal is to input the arrival information within 5 minutes of block-in.** The block-in time is normally received from a maintenance controller or may be automatically populated in GDSS based on an (ACARS) "On" or "In" message. This time is used to calculate Deviation Start Time (DST).

5.3.1. Block-in Times: The reportable block-in time is the time the aircraft comes to a stop at the designated gate or parking spot.

5.3.2. Arrival Double Block-in. If an aircraft must "double-block," thus having a different initial and final block in time, the reportable time is the **initial** block in time. The extra time required for double blocking will be taken into account during mission scheduling. If additional time is necessary and the departure is delayed, the deviation will be attributed to the planner (if insufficient ground was allotted) or responsible agency (if sufficient time was allotted by the planner).

5.4. Advisories. Advisories are entered into GDSS to inform all stations of any possible deviations or other pertinent information concerning a mission. Examples are to adjust the mission's ETD, alert HQ and down-line stations of possible deviation, etc. When applicable, the advisory will contain the new projected ETD. All advisories will contain remarks explaining the change in departure time.

5.4.1. Advisory Remarks. Mandatory remarks must provide as much information as possible and be entered ASAP prior to departure. Reasons for entering advisories include, but are not limited to:

5.4.1.1. Mission will deviate in timing from the latest published itinerary.

5.4.1.2. Conditions become known that may or will cause the mission to depart more than 30 minutes early or late (20 minutes for AFCENT AOR missions). This includes known maintenance or loading problems.

5.4.2. A voice report to 618 AOC/XOCG, or flight manager (if applicable) is required prior to submitting an advisory that changes the ETD or ETA on AMC Channel, SAAM, Exercise, or Contingency missions or anytime the mission has an air refueling event occurring on the sortie after departure from the current location. Include initials of the 618 AOC/XOCG C2 controller or Flight Manager that the voice report was given to with the applicable remarks explaining the deviation.

5.4.3. A voice report to applicable C2 agencies is required prior to 618 AOC submitting an advisory that changes the ETD or ETA on AMC Channel, SAAM, Exercise or Contingency missions or anytime the mission has an air refueling event occurring on the sortie after departure from the current location. Include the initials of the C2 controller that the voice report was given with the applicable remarks explaining the deviation.

5.4.4. Hard advisory times. Use a hard advisory time for a mandatory take-off time event (quiet hours at that station or down range, receiver time change, etc.) to ensure that estimated timing calculations reflect what should happen. Any changes in estimated times prior to the "hard" advisory will calculate normally for each itinerary location until it reaches the "hard" advisory. From the hard advisory point and any downline locations, the automatic calculations will use the hard advisory time. If the situation changes, the hard advisory time may be changed to a soft time. If a mission is recut, all advisory times are automatically converted to soft times. Only the 618 AOC is authorized to use the Hard Advisory for AMC-tasked missions. Unit C2 controllers may input a hard advisory for AMC-tasked missions provided coordination is accomplished with the 618 AOC/XOCG. **Example:** A mission has the following itinerary KCHS-ETAR-ORBD-OKBK. While at KCHS it becomes known that ETAR has an unscheduled closure during the time the mission was scheduled to depart from ETAR. The 618 AOC will input a hard advisory at ETAR to reflect the revised departure time based on the airfield reopening. The hard advisory will update the ETA at ORBD and OKBK. However, soft times entered at KCHS will not change the hard time at ETAR.

5.4.5. Soft advisory times. Select a soft advisory time when time is not the driving factor of the advisory but the remarks are. When the soft time is used, subsequent estimated times are updated at all downline times through system recalculations.

5.5. Remarks. Include information of interest to C2, aerial port, maintenance, and other mission support personnel as well as applicable downline stations. Provide as much information as possible without using ambiguous or location specific acronyms. Do not use remarks in place of an advisory when a departure time requires adjustments.

5.5.1. Mission Schedule Cancel/Edit/Recut Remarks. When recutting a mission, as a minimum, the following information must be entered in the remarks:

5.5.1.1. The original mission ID assigned before the mission was recut (if the recut drives a mission ID change).

5.5.1.2. An explanation of why the mission was recut. Include the original International Civil Aviation Organization (ICAO) code sequence in the remarks as well. **Example:**

"Mission was recut from EGUN-KPIT-KCHS to EGUN-KDOV-KPIT-KCHS to pick up MICAP parts at KDOV."

5.5.1.3. Any associated (linked) tanker or receiver mission IDs must also be identified in the remarks.

5.6. Departures. Data must be entered ASAP, but no later than 15 minutes after the aircraft has departed. **The goal is to input the departure information within 5 minutes of departure.**

5.6.1. GDSS will not permit a departure to be reported unless previous event(s) have actual times reported, i.e., units will not be able to enter a departure event unless all previous departure and arrival events have been entered into the system. GDSS will also document a departure based on ACARS "Out" and "Off" messages.

5.6.2. If a sortie flight time is less than 1 hour, the departure station will call the next station with the ETA. However, this does not relieve the departure station from entering a departure time into GDSS.

5.6.3. Update the ETA to the next location based on the Total Time (TT) as generated on the Computer Flight Plan or as provided by the Flight Manager/Planner or AMOPS personnel. Accurate ETA is extremely important to the down-line station to ready their resources.

5.6.4. Mission schedules/details must contain the aircrew complement information, aircrew SRT, station purpose code and aircraft tail number for departure data to be entered.

5.6.5. Departure Double Block-out. To compensate for double blocking on departure, the aircrew LFA may be adjusted to provide additional time from aircrew "show time" to departure (but not reduced to less than the minimum required ground time). When the authorized ground time does not allow for this adjustment, deviation reporting procedures will be conducted IAW this instruction.

5.6.6. Commercial Aircraft Departures. GDSS is now configured to accept commercial aircraft ATB-out and Actual Time of Departure (ATD) in the same manner as military aircraft.

Section 5B—Deviation Reporting

5.7. Deviations. Deviations must be entered ASAP, but no later than 2 hours after the aircraft has departed. C2 controllers must coordinate deviation code information with applicable responsible agencies such as maintenance, host base, 618 AOC, etc. Specifically, C2 controllers are responsible for gathering facts, selecting and entering the proper deviation information and entering deviations remarks into GDSS.

5.7.1. Military Missions. Deviation remarks are required when a military aircraft departs (launches) 15 minutes or more after the scheduled departure or DST.

5.7.2. Commercial Missions. Deviation remarks are required when a commercial aircraft departs (launches) 1 minute or more after the scheduled departure or DST. Commercial carrier mission-timing is computed from block-in to block-out. Deviations are computed from block-out time versus ATD.

5.7.2.1. Commercial aircraft are contracted to block-out 20 minutes before the scheduled departure time (the time posted in GDSS). Units should adjust their SOEs accordingly.

5.7.3. AMC installations. The overall responsibility for correct and timely deviation reporting rests with the unit commander. Unit commanders will establish local processes and designate a Mission Deviation Manager in the CP/AMCC to review/validate all assigned deviation information within 24 hours after mission departure time or before mission termination, whichever occurs first. After this time, if a change is recommended, the Mission Deviation Manager will contact applicable agencies to reconcile the disputed deviation and, if needed, assign a new deviation code. If the information is entered in error, and coordinated with affected OPRs, the Mission Deviation Manager will update GDSS.

5.7.3.1. The Mission Deviation Manager will review/validate deviation information if the circumstances directly involve 618 AOC and, if required, AMC/A3OC arbitration. The Deviation Manager and 618 AOC/XOCG are expected to find a fair and equitable solution without arbitration. However, AMC/A3OC has final deviation arbitration authority for all disputed deviations.

5.7.3.2. If required, AMC units will conduct detailed deviation cause analysis and institute process changes that will assist in correcting systemic problems. **Chapter 6** designates HQ AMC OPRs that are responsible for analysis of each deviation code and identifying possible problematic trends.

5.7.3.3. The Mission Deviation will be completely familiar with the contents of this instruction.

5.7.4. Non-AMC installations. The overall responsibility for correct and timely deviation reporting on AMC missions rests with the 618 AOC/XOCG C2 controllers. Deviation codes/remarks can be changed at the discretion of the C2 controller utilizing applicable mission deviation facts.

5.7.5. Deviation Reporting for Diverts. Deviation code assignment is required upon departure from any divert location. The primary deviation code for all diverts will be attributed to the cause of the divert regardless of the amount of time incurred by the cause as missions automatically incur delays when they deviate from the published itinerary. Reporting the cause enables HQ to capture why missions divert rather than capturing the factor that incurred the most delay time.

5.7.5.1. If the mission does not exceed DST, an "L" prefix and code will be entered. The deviation code will reflect the event that caused the diversion. The delay time will be "0.0." **Example:** A C-5 diverts to ETAR due to thunderstorms at EGUN. The mission departs ETAR prior to DST. The deviation code will be reflected as "L-103." The delay time will be equal to 0.0.

5.7.5.2. If the mission exceeds the DST due to the same event causing the divert, then subsequent delay beyond the DST will be reflected as an "X" prefix and deviation code. The delay time will start at the DST and end when the aircraft departs. **Example:** A C-5 diverts due to a landing gear discrepancy. The aircraft departs two hours later than the DST due to the landing gear write-up. The primary deviation code will be "X-913." The delay time will equal 2.0.

5.7.5.3. There will be times when an aircraft becomes further delayed by additional issues other than the incident that caused the divert. An additional issue will be reported as a secondary deviation.

5.8. Deviation Remarks Data Elements. All deviations will contain a prefix, deviation code, deviation time, and remarks. This information provides clarification on the reasons why a mission was delayed. The remarks should expand upon and clarify the deviation code description--do not repeat the deviation code description in the remarks.

5.8.1. Deviation calculation for military missions. A deviation occurs when a mission departs a station 15 minutes or more past the DST. DST is calculated by adding the scheduled ground time to the actual block-in time. Scheduled ground time is the difference between scheduled arrival time and scheduled departure time. For originating missions and missions arriving on time or early, the DST time is the same as the scheduled departure time. The deviation time is the difference between the DST and the ATD. DST is not an editable field in GDSS.

5.8.2. Deviation calculations for commercial missions. A deviation occurs when a mission blocks out one minute or more past the DST or scheduled departure time for originating missions.

5.9. Deviation Prefix. A prefix of "X' or "L" defines the type of deviation.

5.9.1. "X" Prefix: Deviations for military aircraft missions will use this prefix when the ATD EXCEEDS the DST by 15 minutes or more. Deviations for commercial aircraft missions will use this prefix when the actual time of block-out (ATB-out) EXCEEDS the Deviation Start Time by one minute or more.

5.9.2. "L" Prefix: Use this prefix when the mission DOES NOT EXCEED the Deviation Start Time, but does depart 15 minutes or more after its scheduled departure time. Remarks are required and must be comprehensive enough to explain the deviation in detail, e.g., "L-913: Previous deviation at KDOV for maintenance and EGUN for OPS hours"; "L-106: aircraft divert due to weather below minimums at PAED." The remark "Previous station delay" does not meet the requirements for this field.

5.9.2.1. Recycle missions. Controllers will use an "L" prefix for a mission that departs after the scheduled departure time, but does not exceed the authorized ground time between the two missions. Calculate the authorized ground time by computing the difference between the previous missions scheduled arrival and the originating missions scheduled departure time. The computed time should be equal to or greater than the standard authorized ground time for the type of aircraft flying the mission. C2 controllers will use a deviation code that reflects why the previous mission ran in delay. Normally this deviation code will be the last "X" deviation entered on the previous mission. Deviation remarks will include the previous mission ID that was running late. If the time is less than standard ground time for the applicable MDS, assign the applicable planning error deviation code.

5.9.2.1.1. Exception: C2 controllers will assign an "X" prefix instead of an "L" prefix for recycle missions when the late departure is caused by something in addition to the late arrival from a previous mission. There will be times when an aircraft arrives late from a previous mission and then becomes further delayed by additional issues. In this situation, the primary code would carry an "X" prefix with a deviation code identifying the primary reason the mission departed late. The secondary deviation code will be the previous mission's primary deviation code assigned to the

mission on its last sortie. The secondary deviation code time will be the total time attributed to the mission arriving late (i.e., amount of time the mission arrived late). Previous mission ID and appropriate remarks explaining why the aircraft arrived late from the previous mission are required in the deviation remarks. This is in addition to the mandatory remarks for the assigned primary deviation code.

5.9.2.1.2. If the previous mission does not have a delay code due to a recut, controllers can find the appropriate delay by reviewing the advisory from the first sortie of the recycled mission and/or the recut remark found in the previous mission detail.

5.10. Deviation Codes. Each functional area has a series of deviation codes available to identify reasons for deviation. Deviation codes are detailed in **Chapter 6**.

5.10.1. The primary deviation code is the first event in the sequence of events that directly leads (meaning an event from which unit actions cannot recover) to the mission departing in delay. C2 controllers will consider the 14-minute take-off window when evaluating "recoverable" events.

5.11. Deviation Times. This time is used to show the duration of the deviation when the primary prefix is "X". Deviation time is reported in tenths of an hour. If multiple circumstances caused the deviation, report the **total** deviation time in the primary reason time field and report the total time attributed to the secondary deviation in the secondary reason time field. A Deviation time is not required when the deviation prefix is "L". Enter "0.0" in the primary reason time field.

Table 5.1. Converting Minutes to Tenths Matrix.

Converting Minutes to Tenths Matrix					
Minutes	Tenths	Minutes	Tenths	Minutes	Tenths
01-02	.0	21-26	.4	46-51	.8
03-08	.1	27-33	.5	52-57	.9
09-14	.2	34-39	.6	58-60	1.0
15-20	.3	40-45	.7		

5.12. Deviation Remarks. Fully explain primary, secondary, and subsequent reasons for deviation WITHOUT repeating the deviation code meaning or being cryptic. The importance of complete and understandable remarks cannot be overemphasized. After creating remarks, controllers will ensure the remark comprehensively illustrates why the mission was delayed before transmitting the deviation remarks. The goal is to be able to review the remark and obtain a clear understanding of why the mission deviated from the scheduled itinerary. If there is still doubt as to where to categorize the deviation, contact 618 AOC/XOCG C2 controllers or AMC/A3OC for assistance.

5.13. Changing a Deviation Code.

5.6.1. Unit-level change: Units can only correct a deviation code assigned by their station. Corrections must be made within 24 hours or prior to mission termination or closure. After mission closure the unit must contact AMC/A3OC to request the deviation code be changed.

An e-mail will suffice. In turn, AMC/A3OC will update the deviation and (if applicable) subsequent "L" deviations that were assigned based on the old deviation.

5.6.2. AMC/A3OC, 618 AOC/XOCG, or other C2 agencies will not change deviation codes entered into the MAF C2 system without coordinating with the original C2 agency that entered the code.

Chapter 6

DEVIATION CODES

6.1. Deviation Codes. Deviation codes are divided into ten separate categories: Miscellaneous, Operations, Air Transportation, Contract Carrier, HQ, Other MAJCOM, Supply, Logistics (LG) Saturation, Aircraft Maintenance, and Mission Velocity. These categories are established based on the content of all codes within and identifies the responsible HQ directorate OPR.

6.1.1. Deviation codes are identified as controllable or uncontrollable.

Section 6A—Controllable and Uncontrollable Deviations Explained

6.2. Controllable Deviations. Controllable deviations are attributed to processes of the accountable agency has direct influence over during all mission phases. Processes or actions that can be successfully planned around by either HQ or the unit with a reasonable chance for success are controllable, e.g., airfield operating hours not considered or en route flying times miscalculated.

6.2.1. Controllable deviations are identified based on the framework and capabilities of the majority of AMC installations and AMC processes. It is understood that not every installation has the same degree of control over every deviation identified as controllable. Such exceptions should also be considered when examining departure reliability percentages for a particular location. For example an AMS may not have the same level of control to prevent/resolve a 913 deviation (landing gear discrepancy) compared to the level of control a main operating base (MOB) might have over the same problem. Consideration of such exceptions for each location is vital, especially if one were to compare departure reliability percentages from one location to another location.

6.2.2. The purpose of recording controllable deviations is to take steps to improve processes in for future operations. Decisions on identifying the proper deviation code should be based on actual events. Deviation code assignment should not be influenced by concern over unit departure reliability rates, quarterly goals, or personal gain such as EPR bullets.

6.2.3. A low departure reliability rate at a location does not imply negative performance or poor management at that location. It is understood that each location has unique circumstances such as mission, aircraft, manning, parts, facilities, workload, etc. Units are encouraged to highlight and address factors associated with long term frequent instances of controllable deviations to HQ in order to improve processes in the future. Such improvements may include adjustments in manning, facilities, logistics or supplies.

6.3. Uncontrollable Deviation. Uncontrollable deviations are attributed to processes that are outside of AMC's control and cannot be planned around. Uncontrollable deviations are listed in **Table 6.1** and **Table 6.2**.

Section 6B—Deviation Code Categories

6.4. Miscellaneous Deviation Codes. This section outlines reporting instructions and deviation codes for functional areas not defined in other deviation code categories. Detailed non-cryptic

concise remarks are especially important when using 100-series deviation codes. Ensure remarks clearly describe the situation.

6.4.1. Weather. Use a weather related code when deviations are attributed to weather conditions at a departure, en route, or arrival location.

6.4.2. Events and Incidents. Use the applicable code when deviations are attributed to hostile and non-hostile events or incidents.

6.4.3. Miscellaneous Support Agencies. Use the applicable code when deviations are attributed to agencies not belonging to operations, transportation, or maintenance under the objective wing concept.

6.4.4. Airfields and Air Traffic Control. Use the applicable code when deviations are attributed to airfield and/or airspace restrictions. For these codes, Maximum on Ground (MOG) is refers to an aircraft parking saturation, not a manpower saturation to service/process aircraft.

6.4.5. Single User Missions. Use the applicable code when deviations are attributed to user changes or failure to complete required actions that impact a mission departure. Delayed missions appropriately coded as "user-accountable" deviations include SAAMs, JCS exercise or contingency missions, JA/ATTs, OSAs, and Executive Airlift/SAMs. Only use these deviation codes if it is fully determined that AMC units provided all necessary information and support to the user.

6.4.6. Other. Use 199 when there is no OTHER miscellaneous deviation code that describes the deviation. Use this delay sparingly. A Miscellaneous deviation code will only be assigned after a thorough review of the existing codes reveal a code does not exist for the situation that resulted in a deviation. Units are highly encouraged to contact AMC/A3OC for assistance prior to assigning 199, 299, 399, 499, 799, 899, and 999-deviation codes. Detailed remarks are required anytime these codes are used.

Table 6.1. Weather.

Code	Description	OPR
101	**Departure** station weather conditions caused delayed takeoff due to any of the following: halted airfield traffic movement; limited/suspended ground processing such as loading, refueling, MX, etc; a required change in fuel or cargo load; late for deicing; or extreme (heat/cold) temperatures precluding safe aircraft operations	A3W
102	Weather conditions **en route** to destination or along air refueling track (Specify AR track, e.g., 20NE, 777EW, BSD3)	A3W
103	**Arrival** station weather conditions caused delayed takeoff due to any of the following: halted airfield traffic movement; limited/suspended ground processing such as loading, refueling, MX, etc; a required change in fuel or cargo load; late for deicing; or extreme (heat/cold) temperatures precluding safe aircraft operations. (Specify arrival ICAO in deviation remarks)	A3W

Table 6.2. Events and Incidents.

Code	Description	OPR
110	Increased force protection/security precaution or resulting from criminal activity, bomb threats, suspicious packages, alarm condition. Also use for inadequate force protection or questionable in-place security measures precluding a safe operating environment at arrival or departure station. (Specify arrival ICAO in deviation remarks)	A7S
112	Damage from non-hostile action, e.g., vehicle, other aircraft, personnel, etc.	A4
113	Bird strike or Bird Aircraft Strike Hazard (BASH) conditions at departure or arrival station (Specify ICAO in deviation remarks)	A3A
114	Held or impounded for quarantine, e.g., disease, rodents, insects, illness, etc.	A4T
115	Held or impounded for inspection, e.g., customs, immigration, agriculture, etc.	A4T

Table 6.3. Miscellaneous Support Agencies.

Code	Description	OPR
120	Services support i.e., lodging, Flight Kitchen, etc. or if excessive distance to billeting was the primary cause of deviation.	A1S
121	Civil Engineering support i.e., airfield facility electrical power, barrier reset, etc.	A7O
122	Transportation support other than aerial port i.e., crew bus, etc.	A4R
123	Combat crew communications equipment malfunction, unserviceable, improperly loaded, etc. **Note**: Refers to equipment maintained by combat crew communications personnel. Use 219 for improper handling/use by aircrew.	A3V
124	Petroleum, Oils, Lubricants (POL) support, e.g., fuel/defuel required, fuel/defuel time exceeded, etc. **Note:** Use applicable HQ or unit planning code when an additional fuel-stop is required during execution due to improper planning. Use the 223 for crew directed fuel/defuel. Use 5XX for miscalculated Flight Manager fuel loads. Use 800-series for POL saturation.	A4L
129	Other support agency. State organization in the deviation remarks.	A3O

Table 6.4. Airfields and Air Traffic Control (ATC).

Code	Description	OPR
140	**Departure station restriction/closure** due to quiet hours, runway construction, emergency in progress, ramp freeze for DV movement, local exercises, Dignified Transfers, etc. **Note:** Not for missions running in delay prior to arriving the departure location. For delayed departures attributed to delayed engine runs because of quiet hours, assign ONLY IF no deviation would have occurred had the engine run taken	A3A

	place. For example: An engine run is delayed 2 hours. If the aircraft delayed departure 2 hours or less; use 140 as primary and 900-series as the secondary reason. If the aircraft delayed departure longer than 2 hours, use 900-series as the primary and 140 as the secondary reason.	
141	**Arrival or downline station restriction/closure** due to parking MOG, quiet hours, construction, emergency in progress, ramp freeze for DV movement, local exercises, Dignified Transfers, etc. (Specify arrival ICAO in deviation remarks)	A3A
142	**Departure, arrival, or downline station restriction/closure <u>as a result of the mission running in delay</u>**. Reasons include: parking MOG, quiet hours, runway construction, emergency in progress, ramp freeze for DV movement, local exercises, Dignified Transfers, etc. (Specify arrival ICAO in deviation remarks) **Note:** For 618 AOC use 542.	A3A
150	**Air Traffic Control (ATC)** system capacity, e.g., airspace slot time, airflow control restrictions, European control saturation, etc. **Note:** Do not use for Maximum on Ground (MOG) slot times, use the applicable Airfield code.	A3A
151	**ATC other** than system capacity, e.g., radar outage, tower outage, etc.	A3A

Table 6.5. Single User Missions [SAAM, JA/ATT, EXERCISE, CONTINGENCY, and Operational Support Airlift (OSA), and Executive Airlift/SAM].

Code	Description	OPR
171	Customer provided cargo which was improperly configured, prepared, documented, failed inspection, or otherwise late/not ready **Note**: Do not use in place of Transportation 300-series, when applicable.	A4T
173	Other deviation accountable to the **user** due to mission delayed at user request, user exceeded cargo download/upload time etc., MEP or DV late or no show. (Amplify the reason for user deviations in remarks)	A4T

Table 6.6. Other.

Code	Description	OPR
199	Other Miscellaneous category deviation - Specific deviation code not available, amplify in remarks. Before using this deviation code, ensure no other category matches the deviation situation.	A3O

6.5. Operations Deviation Codes. This section outlines Operations-specific deviation reporting instructions and deviation codes. Use a 200-series deviation code when a missions deviates due to operations.

6.5.1. Aircrew Deviations. Use the applicable code when deviations are attributed to aircrew. Units assigning aircrew deviations will advise the aircrew, when practical, explaining sequence of events and logic used in reaching the decision. If the aircrew disputes the deviation, they should contact their home unit upon mission termination or if possible, earlier.

6.5.1.1. Use the 222-deviation code when a crew directs maintenance and no discrepancy is found or if maintenance personnel cannot duplicate the discrepancy. Any maintenance action beyond an ops check disqualifies use of this deviation code. If maintenance performs any fix, even a simple fix (e.g., circuit breaker reset) the 222 is not the proper code.

6.5.1.2. Also, use this code when the crew delayed departure to have maintenance repair a discrepancy that is a mission contributing (MC) part according to the Minimum Equipment List (MEL), which is not currently essential to safe mission continuation. Also, use this code if the crew delayed departure to request a waiver for a maintenance discrepancy that is a MC part according to the MEL.

6.5.1.2.1. There are times when the Mission Essential Subsystem List (MESL), used by maintenance, and the Minimum Equipment List (MEL), used by aircrew, reflects incongruities between what is and what is not mission essential. When maintenance is performed on a system that is mission capable according to the MESL, and mission essential according to MEL, the CP/AMCC will assign an X-555 then defer the deviation to maintenance and operations leadership for arbitration.

6.5.2. Management and coordination. Use the applicable code when deviations are attributed to management, C2, and/or coordination.

6.5.3. Unit Planning. Use the applicable code when deviations are attributed to unit planning. Do not use these codes for 618 AOC and AOC/AMD planned-missions.

6.5.4. Aeromedical Evacuation Medical Support. Use the applicable code when deviations are attributed to patient movement/medical support.

6.5.5. Other. Use 299 when there is no OTHER Operations deviation code that describes the deviation. Use this delay sparingly.

Table 6.7. Aircrew.

Code	Description	OPR
200	Crew directed crew rest in the interest of **flight safety** due to fatigue, 3 consecutive maximum crew duty days (CDD), etc. **Note:** For inoperative auto pilot use applicable 9XX code.	A3V
202	Crew delayed entering crew rest upon arrival due to onloading/offloading cargo/pax, troubleshooting maintenance, etc.	A3V
207	Crew duty time insufficient due to deviation/divert at a previous station (Specify ICAO in deviation remarks)	A3V
208	Awaiting replacement crew or crew member due to crew member DNIF, disqualified, unavailable, etc.	A3V
212	Flying hour limitations i.e., a crew or crewmember logged too many hours for a specified period	A3T
219	Crew duties performed improperly (or not performed) **Note:** Includes improper handling/use of combat communication equipment	A3V
220	Crew directed training (identify type of training in deviation remarks)	A3T

221	Crew directed aerial port/transportation services, no discrepancy found or crew flew "as is" (state service in remarks).	A3T
222	Crew directed aircraft maintenance, no discrepancy found; maintenance could not duplicate the discrepancy; or crew flew "as is" or when the write-up is for a mission contributing (MC) part according to the AFI 11-2CMDSV3 Minimum Equipment List (MEL). **Note:** This deviation code applies when no waiver is requested. If waiver is requested use appropriate, 900-series deviation code.	A3V
223	Crew directed fuel/defuel, i.e., crew calculated a final fuel less than or greater than the flight plan/IFM calculated fuel load **Note:** Also use when a waiver **is** required to deviate from 618 AOC-calculated fuel load	A3V

Table 6.8. Management and Coordination.

Code	Description	OPR
238	Stage crew/outbound crew alert held by C2 agency; C2 agency awaiting inbound aircraft status or MX post-flight inspection for aircraft arriving PMC or NMC. **Note:** Use only if no discrepancy is found and the mission departs late as a result of the delayed crew alert. Use the applicable 900-series when a discrepancy found and the repairs prevent the aircraft from departing on-time.	A3O
239	Deviation due to unit C2 agency duties not performed or performed improperly, e.g., late alert, faulty mission setup, etc.	A3O
240	Deviation due to aircrew squadron or tactical operations center support	A3T
249	Operations support squadron (OSS)/flight functions (OSF), e.g., airfield management, weather, Intel, current operations, aircrew flight equipment (AFE), etc. **Note:** Use 150 or 151 for ATC deviations, use 279 for Current Ops scheduling errors.	A3A
250	Waiver requested; waiver approval/disapproval process delayed departure **Note:** Use when a waiver is requested at a base **without** AMC maintenance or with inadequate maintenance. Do not use if maintenance is performed. Use appropriate 900-series deviation code. (State system and waiver approval authority in deviation remarks)	A3V
255	Unit C2 agency unable to resolve reason for deviation.	A3O
259	Stage crew management error at stage location (faulty crew setup, etc.) **Note:** Use **522** for 618 AOC stage management error	A3M
260	No aircrew legal for alert/available. **Note:** Use **520** for stage crew availability at stage location when tasked outbound missions exceeds the number of stage crews available.	A3O
261	Sympathetic deviation; one or more resource causes a formation or package deviation including tanker/receiver formations. **Note:** If the deviation is caused "outside-the-formation," all aircraft in the	A3O

	formation will be charged with the same deviation code	
265	Other management decision i.e., deviation departure to maximize support for all missions. **Note:** Not for use on 618 AOC missions (Use 525 or 599 for 618 AOC missions)	A3O

Table 6.9. Unit Planning (Use 511-515 for 618 AOC-Planned Missions).

Code	Description	OPR
271	Awaiting diplomatic clearance or PPR for unit planned missions, i.e., not requested on time	A3O
272	Required equipment, configuration, ground support equipment or personnel not properly coordinated, e.g., aircraft generation equipment, k-loaders, etc.	A3O
279	Deviation required due to scheduling/planning error at originating unit include originating units ICAO in the remarks i.e., parking MOG, improper ground time, etc.	A3O

Table 6.10. Aeromedical Evacuation Support.

Code	Description	OPR
280	Plane-to-plane transfer required (this includes waiting for next aircraft to arrive)	A3O
281	Patient on medical hold for evaluation/treatment or otherwise not prepared for airlift	A3O
282	Awaiting medical equipment to accompany patient in flight	A3O
283	Awaiting AE crew to accompany patient in flight (includes positioning sortie)	A3O
284	Medical service transportation (airfield or medical facility) not available	A3O
285	Add-on patient(s)	A3O
286	Emergency aircraft reconfiguration required for patient movement	A3O
287	Hospital no-show or late arrival	A3O
288	Other deviation accountable to medical/AE support, patient airlift, or planning (including non-AE missions)	A3O

Table 6.11. Other.

Code	Description	OPR
292	MAF C2 system outage (e.g., GDSS, GATES, etc). Use this code for C2 System outages that result in limited, delayed, or non-support to mission planning and/or execution (i.e., Flight Manager packages late to aircrew due to GDSS errors, server unusually slow, etc).	A6I
299	Operations category deviation - Specific deviation code not available, amplify in remarks. Before using this deviation code, ensure no other category matches the deviation situation.	A3O

6.6. Air Transportation Deviation Codes. This section outlines mission deviation codes specific to air transportation functions. Use a 300-series deviation code when a mission deviates due to air transportation functions such as transportation management, passenger service, air freight, or fleet service. Ensure remarks clearly describe the situation. Air Transportation deviations, are for use at any AMC, non-AMC, commercial, or military location. These deviation codes identify a specific air transportation processes or events, which may or may not be accomplished by AMC personnel.

6.6.1. Air Transportation Management. Use the applicable code when deviations are attributed to transportation management. See code 265/525 for deviations that occur in the interest of improving mission utilization (e.g., deviation to accommodate priority contingency cargo/pax).

6.6.2. Passenger Service. Use the applicable code when deviations are attributed to passenger service.

6.6.3. Air Freight. Use the applicable code when deviations are attributed to Air Freight functions.

6.6.4. Fleet Service. Use the applicable code when deviations are attributed to fleet service functions such as aircraft servicing of latrine, trash removal etc.

6.6.5. Other. Use 399 when there is no OTHER Mission Support deviation code that describes the deviation. Use this delay sparingly.

Table 6.12. Transportation Management.

Code	Description	OPR
300	Transportation management (ATOC, Port Ops) duties not performed or performed improperly	A4T
301	Additional mission planning required due to incorrect inbound load information **Note:** In remarks state source of incorrect inbound load information i.e., Aircrew, GATES, GDSS, GTN, etc. Use 219 for incorrect load info received from aircrew.	A4T
302	Load plan incorrect less than 6 hours prior to departure, new load plan generated, required refilling of flight plans and/or Aircrew Departure Papers, etc.	A4T
303	Transportation personnel duties performed improperly (or not performed) delayed mission departure	A4T

Table 6.13. Passenger Service.

Code	Description	OPR
320	Passenger processing or loading	A4T
321	Baggage processing or loading	A4T
322	Saturation of passenger terminal facilities or personnel e.g., number of departures exceeds number of available gates/passenger representatives, etc.	A4T
324	Passenger or baggage handling equipment malfunction, shortage, or inadequate	A4T

Table 6.14. Air Freight.

Code	Description	OPR
340	Loading time exceeded. **Note:** Use 171/173 when user is responsible for cargo/pax upload	A4T
341	Offloading time exceeded. **Note:** Use 171/173 when user is responsible for cargo/pax upload	A4T
342	Load reconfigured to fit contour of aircraft	A4T
343	Load reconditioning required, i.e., shoring, tie-down, re-lamination, etc.	A4T
344	Load documentation incorrect, incomplete, late or unavailable	A4T
345	Malfunction, shortage or inadequate Materials Handling Equipment (MHE)	A4T
346	Saturation of cargo handling facilities or personnel	A4T
347	APEX loading of aircraft had to be re-accomplished after aircrew showed	A4T

Table 6.15. Fleet Service.

Code	Description	OPR
360	Aircraft fleet servicing time exceeded **Note:** Use 221 when aircrew directs additional fleet services after final fleet is accomplished	A4T
361	Fleet equipment malfunctioned, shortage, or inadequate	A4T
362	Late delivery of meals, beverages, or supplies. **Note:** Use 372 when meals are not prepared or prepared improperly by the Flight Kitchen	A4T
363	Saturation of fleet service facilities or personnel.	A4T

Table 6.16. Other.

Code	Description	OPR
399	Mission Support category deviation - Specific deviation code not available, amplify in remarks. Before using this deviation code, ensure no other category matches the deviation situation.	A4T

6.7. Contract Carrier Deviation Codes. Commercial Deviation codes are required when a commercial aircraft blocks out one minute or more past after the scheduled departure time.

6.7.1. This section outlines Contract Carrier-specific reporting instructions and deviation codes. Use the applicable code when an aircraft deviates due to operations **controlled by the contract carrier**. Include explanatory information in the remarks.

6.7.2. Contract Carrier. These codes will only be used for commercial contracted carrier missions, **NOT** for organic (military) aircraft. Use the applicable code between 408 and 499 when deviations are attributed to the commercial aircraft contractor. These codes are

especially critical due to contract penalties for excessive deviations. **If an AMC unit or other military entity causes the deviation, do not use these deviation codes.**

Table 6.17. Contract Carrier Accountable (Do NOT use for military/organic aircraft).

Code	Description	OPR
408	Late positioning from an AMC mission due to non-maintenance related reasons **Note:** The aircraft was previously assigned to an AMC mission. Enter previous AMC mission ID in deviation remarks. If late positioning is due to maintenance reasons, use 413 code.	A3K
410	Aircrew, i.e., late reporting, sick, etc.	A3K
411	Diplomatic clearance, flight plans, or ATC slot time not obtained by the carrier.	A3K
412	Scheduling error or conflict	A3K
413	Late positioning due to maintenance at previous stations. (AMC or non-AMC mission)	A3K
414	Late positioning from a commercial (non-AMC, i.e., ferry) mission	A3K
415	Aircraft mechanical problems at departure or en route station	A3K
416	Passenger processing or loading i.e., manifest head count, flight attendant directions, etc.	A3K
417	Baggage processing or loading i.e., carrier equipment break down, re-sequencing of bags, etc.	A3K
418	Cargo processing or loading i.e., aircrew W/B calculation, carriers equipment blocks MHE, etc.	A3K
419	Fleet service	A3K
420	Meal service	A3K
421	Aircraft servicing i.e., cleaning, servicing ,fuel, oil, hydraulics, etc.	A3K
499	Other (any reason not specifically covered, amplify in remarks, also use for commercial aircraft over flying an intermediate stop for negative requirements).	A3K

6.8. Higher Headquarters Deviation Codes. This section outlines reporting instructions and deviation codes when 618 AOC or AOC/AMD is the primary responsible agency, or when another MAJCOM directs a mission to deviate. Use a 500-series deviation code when mission deviations are attributable to 618 AOC or AOC AMD, or use the applicable 600-series deviation code when an aircraft deviates due to direction by a MAJCOM other than AMC. Include explanatory information in the deviation remarks. See **Attachment 2** for instructions on reporting Aircrew/Aircraft Tasking System (AATS) commitment level deviations.

6.8.1. 618 AOC and AOC/AMD Deviation Codes. As the controlling authority over mission execution (except training missions), AOCs may direct or approve mission modifications or deviations. AMD directed mission modifications would also use the 500-series deviation

codes. **Note:** ARC units will not use 500-series deviation codes unless the unit is flying an AMC mission.

6.8.1.1. Control Log. In order to assign 500-series code to an AMC mission, either as a primary or a secondary, AMC units must receive a control number from 618 AOC/XOCG. 618 AOC/XOCG will maintain a control log of all 500-series deviation codes (AOC/AMDs may maintain control logs at their discretion). After an AMC unit determines a 500-series may apply, the unit will contact the 618 AOC/XOCG to confirm accurate use of the code and review the verbiage. The 618 AOC/DDO will review deviation code remarks to ensure they match the deviation reason and are suitable for senior leadership review. Once approved, a control number will be issued and the unit will input the deviation into GDSS. **Note:** The only 500-series deviation codes that do not require a control number are the 501, 555.

6.8.1.1.1. If the review results in a need to modify the suggested code or the verbiage, the individual at the unit will make the agreed upon changes. If the unit and 618 AOC/XOCG are unable to come to a consensus, a 555-deviation code will be assigned to the mission. The 618 AOC/XOCG or unit will request arbitration IAW **Chapter 4**.

6.8.1.1.2. The 618 AOC or AMD control number is only valid for the single departure sortie for which it was issued. The 618 AOC (or AOC/AMD, when applicable) must issue a subsequent control number for any other 618 AOC (or AOC/AMD) approved deviations. Include the 618 AOC or AOC/AMD control number in the deviation remarks.

6.8.1.2. Execution Deviations. Use the applicable code between 501 and 509 when deviations are attributed during the execution phase.

6.8.1.3. Planning Deviations. Use the applicable code between 510 and 517 when deviations are attributed to planning.

6.8.1.4. Management Deviations. Use the applicable code between 523 and 555 when deviations are for management purposes. See **Attachment 2** for instructions on reporting Aircrew/Aircraft Tasking System (AATS) commitment level deviations.

6.8.1.5. Other. Use 599 when there is no OTHER deviation code that describes the deviation.

6.8.2. Temporary Deviation Code. A 555-deviation code is used as a temporary placeholder for unresolved deviations. Deviations must be reported within 2 hours after an aircraft departs. However, if the reason for deviation is not resolved within 2 hours, use an X-555 deviation code and in the remarks section designate a unit POC, organization, DSN, estimated completion time for deviation resolution, and the reason the deviation is still unresolved. Send updated deviation information as soon as the deviation reason is resolved, but NLT mission termination or 24 hours after the actual departure time--whichever time occurs later.

6.8.2.1. MAF C2 system users other than those managing AMC missions, will attempt to resolve all 555-deviation codes within 48 hours of actual departure. If unable to resolve the deviation code, the MAJCOM or HQ with day-to-day oversight of the mission will

enter the corresponding MAJCOM deviation code from **Table 6.22**. **Example**: a 555-deviation code assigned to a AFCENT intra-theater C-130 mission with an "F" as the first character of the mission ID will be updated with the following: "X-670: AMD unable to resolve reason for deviation" as missions are not authorized to be closed with a 555-deviation code assigned.

6.8.2.1.1. 618 AOC/XOCG C2 controllers will attempt to resolve all 555-deviation codes within 24 hours after actual departure from non-AMC stations or stations without an AMCC, for AMC managed missions. If unable to resolve the deviation code within that 24-hour period, they will enter a subsequent 555-deviation code with remarks stating reason why they were unable to resolve.

6.8.2.1.2. After the initial 24 hour period, but before 48 hours from departure (24 to 48 hours total after departure) 618 AOC/XOCG C2 lead controller will enter a subsequent 555-deviation code stating reason why they were unable to resolve the deviation. Missions are not authorized to be closed with a 555-deviation code assigned.

6.8.2.2. 48 hours after unresolved deviations the following will occur:

6.8.2.2.1. Departures from locations with AMC fixed C2 presence (CP/AMCC). If the deviation code is not resolved within 48 hours, GDSS will automatically update the C2 system by changing the 555 to a 255 with the following deviation remark: "Unit unable to resolve reason for deviation." The deviation code will remain 255 if not changed by unit C2 personnel. Units may request AMC/A3OC to change deviation codes on missions that C2 controllers cannot access via their MAF C2 systems. Missions **are** authorized to be closed with a 255-deviation code assigned.

6.8.2.2.2. AMC mission departures from locations without AMC C2 presence. If the deviation code is not resolved within 48 hours, GDSS will automatically update the C2 system by changing the 555 to a 501 with the following deviation remark: "618 AOC/XOCG unable to resolve reason for deviation". The deviation code will remain a 501 if not changed by 618 AOC/XOCG C2 controllers. Missions **are** authorized to be closed with a 501-deviation code assigned. A 501-deviation code will only be used for AMC managed missions with an AMC specific mission ID.

6.8.3. Other MAJCOM (Non-AMC) Deviation Codes. This section outlines reporting instructions for HQ other than AMC. These deviation codes have been established for **administrative** purposes and only apply to **non-AMC** missions. AOC/AMD will use the 600-series codes to identify higher HQ directed deviations for each theater.

6.8.3.1. Primary Deviation. When the primary deviation is attributable to a MAJCOM, use the appropriate 600-series code.

6.8.3.2. Secondary Deviation. A secondary deviation will be entered with appropriate remarks. For example, if PACAF directs a mission to deviate by two hours to improve utilization, and subsequently deviates one hour for maintenance reasons, the primary deviation code will be 610 with a time of 2.0. The secondary deviation code will be a 9XX with a time of 1.0. Remarks will include an explanation for both of the deviation codes.

Table 6.18. Execution.

Code	Description	OPR
500	Deviation directed to support MICAP and/or MRT. **Note:** Applies when 618 AOC/XOCL's notification does not meet the minimum time standard or if XOCL orders the wrong part. Use the 905 deviation code when 618 AOC/XOCL's notification meets the minimum time standard	618 AOC
501	618 AOC unable to resolve reason for deviation at location without AMC C2 presence. (AMC missions only)	618 AOC
502	Mission held awaiting diplomatic clearance (requested IAW Foreign Clearance Guide)	618 AOC
503	Computer flight plans not available, not sent or incorrect flight plan sent. **DO NOT** use for Flight Manager controlled missions	618 AOC
504	Flight Manager (FM) deviation. Use this deviation code when mission is delayed due to FM i.e., FM filed incorrect route of flight, final fuel not provided, etc.	618 AOC
505	Unit operating above AATS commitment level for 618 AOC-taskable aircraft due to aircraft delayed in the air mobility system **Note:** State spot time commitment level percentage. See **Attachment 2** for overcommitment deviation reporting instructions.	618 AOC
506	Sympathetic deviation when an **AMC resource** causes a formation or package deviation i.e., Coronet, AEF, JA/ATT, etc. **Example:** If an AMC aircraft in a formation has an engine malfunction, it will receive a 923; the other aircraft in the formation will receive a 506.	618 AOC
507	Sympathetic deviation when **other than an AMC resource** causes a formation or package deviation i.e., Coronet, AEF, JA/ATT, etc. Example One: A fighter package deviates causing the tankers to deviate. The tankers will receive a 507. Example Two: ESTA and/or troop commander chooses to deviate without a validated timing change. The AMC resources will receive a 507.	618 AOC
508	Deviation due to air refueling track saturation **Note:** Do not use in lieu of planning/scheduling errors	618 AOC
509	Error during execution i.e., airfield operating hours not considered during recut, improper ground time used, etc.	618 AOC

Table 6.19. Planning.

Code	Description	OPR
510	Tanker planning error; C2 agency unable to support mission due to lack of information	618 AOC
511	Awaiting diplomatic clearance (not requested IAW FCG)	618 AOC
512	Planning error i.e., airfield operating hours, MOG not considered, improper ground time used, etc.	618 AOC
513	Requested incorrect equipment or configuration to meet mission requirements	618 AOC

514	Required support equipment or personnel not positioned	618 AOC
516	Unit operating above AATS commitment level due to HQ scheduling **Note:** State spot time commitment level percentage and identify add-on tasking in the remarks. See **Attachment 2** for overcommitment deviation reporting instructions.	618 AOC
517	618 AOC tasked an outbound mission on a returning aircraft without allowing allotted spot time prior to take off **Note:** Only utilize during AMC CC/CV declared max surge operations.	618 AOC

Table 6.20. Management.

Code	Description	OPR
520	No aircraft available at a staged/deployed location due to tasked outbound missions exceeding the number of aircraft available, or stage aircraft delayed in the air mobility system. **Note:** For AATS overcomittment, coordinate with 618 AOC for a 505 or 516 deviation code.	618 AOC
521	No stage crew available/LFA at staging/deployed location due to tasked outbound missions exceeding the number of stage crews available, or stage crew delayed in air mobility system.	618 AOC
522	Stage crew management error by 618 AOC	618 AOC
523	Deviation directed or validated to support higher priority mission (including AE missions)	618 AOC
524	Deviation directed or validated to match home station aircraft and aircrew	618 AOC
525	Deviation directed to support mission enhancements, improve utilization or for military aircraft over-flying an intermediate stop for negative requirements	618 AOC
526	Crew Enhancement Crew Rest (CECR) approved by 618 AOC/XOZ or DDO	618 AOC
527	Deviation directed in support of classified mission(s)	618 AOC
542	Departure, arrival, or downline station restriction/closure (i.e., quiet hours, MOG, etc.), caused by the mission running in deviation. Previous deviation(s) ATTRIBUTABLE to 618 AOC. (Include departure, arrival, or downline station ICAO identifier in remarks.) (For previous delay not attributable to 618 AOC, use 142).	618 AOC
555	Deviation Unresolved (this may be used for 48 hours while researching the basic reason for the deviation)	618 AOC

Table 6.21. Other.

Code	Description	OPR
599	Other 618 AOC or AOC/AMD deviation - Specific deviation code not available. Detailed remarks are required.	618 AOC

Table 6.22. Other MAJCOM (Non-AMC).

Code	Description	OPR
601	MAJCOM unable to resolve deviation	Respective MAJCOM
610	PACAF Directed	613 AOC
620	USAFE Directed	603 AOC
630	NGB Directed	NGB/A3
640	AFRC Directed	AFRC/A3
650	AFSOC Directed	623 AOC
660	ACC Directed	ACC/A3
670	AFCENT Directed	609 CAOC
680	AFSOUTH Directed	612 AOC
690	AETC Directed	AETC/A3
699	Other MAJCOM; Not listed	Respective MAJCOM

6.9. Logistics Deviation Codes. This section outlines logistic-specific reporting instructions and deviation codes. Use the applicable 700-series deviation code when an aircraft deviates for parts. Use the applicable 800-series deviation code when an aircraft deviates due to saturation or shortage of logistics facilities, personnel. Use the applicable 900-series deviation code when an aircraft's deviation is due to maintenance problems. Include explanatory information in the remarks section.

6.9.1. Departure Deviations for Supply. Use the applicable code between 711 and 799 when an aircraft deviations for parts. Review **paragraph 6.10.4.3** when determining if deviation should be coded as supply or maintenance. **Note:** Whenever a 700-series deviation code is the primary reason for a deviation, the appropriate 900-series deviation code will be entered in the secondary deviation code field and the appropriate Work Unit Code (WUC) entered as the first five characters in the remarks. Do not precede the WUC with the letters "WUC".

6.9.1.1. All supply deviations require a WUC and stock number or part number in the first part of the remarks section. This part number or stock number will be used to analyze the availability of parts associated with deviations. Also, include the actual time the part(s) was ordered in remarks.

6.9.1.2. If the responsible supply function is not an AMC unit and either did not issue a part or did not issue the part in time for an on-time takeoff, use the appropriate 100-series deviation code and explain in remarks. Again, it is mandatory to include the WUC, in the first 5 characters in the remarks followed by the stock number, part number, and reason in the remarks.

6.9.1.3. Other. Use 799 when there is no OTHER Logistics Supply deviation code that describes the deviation. Use this delay sparingly.

6.9.2. Departure Deviations for Logistics Saturation or Shortage. Use the applicable code between 831 and 899 when the deviation is for saturation or shortage of logistics facilities, logistics personnel, etc.

6.9.3. Other. Use 899 when there is no OTHER logistics saturation deviation code that describes the deviation. Use this delay sparingly.

Table 6.23. Supply.

Code	Description	OPR
711	Request exceeds authorized level in the Forward Supply Location (FSL), AMC maintenance bench stock and supply points	A4R
712	Stock levels not maintained in the FSL, AMC maintenance bench stock or supply points for this type aircraft	A4R
713	Stock levels maintained for this type aircraft, however level not established in the FSL, AMC maintenance bench stock or supply points for this type aircraft	A4R
714	Critical item authorized, however insufficient assets available to fill this requirement. (Takes precedence over 715 and 716.)	A4R
715	Order and ship time not exceeded (Reference DOD 4140-R and 23-110 V1 Part 1 Chapter 24 Attach 24A-4 which contains the UMMIPS standards.)	A4R
716	Order and ship time exceeded (Reference DOD 4140-R and 23-110 V1 Part 1 Chapter 24 Attach 24A-4 which contains the UMMIPS standards.)	A4R
717	Supply issued wrong part	A4R
718	Unserviceable asset issued from supply **Note:** Identify repair activity reflected on the AFTO Form 350, Repairable Item Processing Tag, accompanying the part and enter in remarks. Material deficiency report required on unserviceable assets originating from depots.)	A4R
719	Supply Personnel duties not performed or performed improperly delayed mission	A4R
720	Supply parts maintained/supplied by contractor i.e., KC-10, C-21 aircraft	A4R

Table 6.24. Other (Supply).

Code	Description	OPR
799	Other Logistics Supply deviation - Specific deviation code not available, amplify in remarks. Before using this deviation code, ensure no other category matches the deviation situation.	A4R

Table 6.25. Logistics Saturation.

Code	Description	OPR
831	Saturation or shortage of facilities i.e., supply, POL, maintenance	A4
832	Saturation or shortage of personnel i.e., supply, POL, maintenance	A4
833	Saturation or shortage of assigned support equipment i.e., supply, POL, maintenance	A4

Table 6.26. Other (Saturation).

Code	Description	OPR
899	Other Logistics saturation or shortage deviation Specific deviation code not available, amplify in remarks. Before using this deviation code, ensure no other category matches the deviation situation.	A4

6.9.4. Departure Deviation Codes for Maintenance. Use the applicable 900-series deviation code when an aircraft's deviation is due to maintenance problems.

6.9.4.1. All maintenance and supply deviations require a WUC as the first five characters in the remarks section when applicable. C-17 aircraft will use the complete reference designator code. The last two digits of the 900-series deviation code are usually the same as the first two digits of the WUC. Include explanatory information of the component or system that caused the deviation and a brief description of the corrective action taken. If the original aircraft is replaced with another aircraft, also enter the original aircraft tail number (aircraft that had the system problem). When an aircraft is replaced ("tail swapped") due to a mechanical issue, the corrective action is the tail swap. The WUC represents the system that malfunctioned, regardless of the location or the personnel performing the corrective action.

6.9.4.2. Minimum notification time for HQ AMC directed support of MICAP and MRT. Use the following minimum time standards (**Table 6.27**) to compute the notification cut-off time prior to scheduled departure. Choose one of the "Basic Items." Then add to the time all the "Additive Activities" that apply. (**Example:** hand-carried part requires bench check: hand-carried time, 2 hours; plus bench check time, 4 hours; equals total minimum notification time, 6 hours.):

Table 6.27. MICAP/MRT Minimum Notification Times.

Item	Minimum Time
Basic Items	
Hand-Carried Items	2 Hours
Items Requiring MHE	4 Hours
Items Larger than 1 Pallet	6 Hours
CONUS MRT	6 Hours
OCONUS MRT	8 Hours
Additional Activities	
Bench Check	4 Hours
Functional Check	2 Hours
Transportation From Off-Base	TBD by HQ AMC/A4R (on a case-by-case basis prior to movement CANN (to cannibalize parts from another airframe) Action TBD by HQ AMC/A4R on a case-by-case basis prior to CANN)

6.9.4.3. Assigning Supply or Maintenance Deviation Code. Use an appropriate 700-series supply deviation code if the deviation would not have occurred had the part been on hand. If the deviation would have occurred even if the part had been available, use a 900-series maintenance deviation code as the primary deviation and a 700-series as the secondary deviation reason.

6.9.4.4. Assigning Maintenance or Quiet Hours (140) Deviation Code. Use the 140-deviation indicator if the deviation would not have occurred had an engine run taken place during published quiet hours. If the deviation would have occurred even if the quiet hours were not a factor, use a 900-series maintenance deviation code as the primary deviation and 140 as the secondary deviation reason.

6.9.4.5. Other. Use 999 when there is no OTHER logistics deviation code that describes the deviation. Use this delay sparingly.

Table 6.28. Maintenance Management.

Code	Description	OPR
901	Maintenance personnel (aircraft MX personnel and MX operations personnel, i.e., MOC and Plans and Scheduling) duties performed improperly (or not performed) delayed mission. **Note:** Use 904 code when MX personnel order the wrong part.	A4M
902	Aircraft held for required maintenance training	A4M
903	Shortage (based on malfunction) of support equipment i.e., power unit, A/C, deicing equipment, etc.	A4M
904	Maintenance personnel order the wrong part from supply. Or, the wrong part was requested from XOCL for MICAP aircraft.	A4M
905	Deviation directed to support MICAP and/or MRT. Use this deviation code when 618 AOC/XOCL's notification meets the minimum time standard and the deviation occurs as a result of a Wing MXG or MSG process. Use 500 deviation code when 618 AOC/XOCL's notification does not meet the minimum time standard.	A4M

Table 6.29. Airframe.

Code	Description	OPR
911	Airframe structure, doors and windows	A4M
912	Cockpit and fuselage compartments/equipment	A4M
913	Landing gear	A4M
914	Flight controls	A4M
916	Boom (tankers	A4M
917	Aerial delivery system (tankers)	A4M

Table 6.30. Power Plant.

Code	Description	OPR
923	Power plant (engine)	A4M
924	Auxiliary Power Unit (APU)	A4M
932	Hydraulic propeller	A4M

Table 6.31. Systems.

Code	Description	OPR
941	Air conditioning, pressurization, and surface ice controls	A4M
942	Electrical systems i.e., generators, bus tie connectors, wiring, switches, etc.	A4M
944	Lighting system	A4M
945	Hydraulic and pneumatic systems i.e., hydraulic pump, plumbing filters, etc.	A4M
946	Fuel system	A4M
947	Oxygen system	A4M
949	Misc. utilities/fire detection/protection system/water waste	A4M
951	Instruments/independent systems	A4M
952	Automatic flight controls	A4M
955	MADARs and history/flight data/voice recording systems/recorders	A4M
956	Automatic All Weather Landing Systems (AAWLS)	A4M
957	C-17 automatic/electronic flight control systems	A4M
959	Air refueling system (receiver aircraft)	A4M
961	HF communications	A4M
962	VHF communications	A4M
963	UHF communications	A4M
964	Intercom/Interphone	A4M
965	Identification, Friend or Foe (IFF)	A4M
966	Emergency radio/Emergency communication	A4M
968	Satellite Communications system (SATCOM)	A4M
969	Miscellaneous communications equipment to include but not limited to roll-on/roll-off equipment (i.e. Steel Eagle, Robe, and viper packages)	A4M
971	Radio navigation/C-17 Global Positioning System	A4M
972	Radar navigation/C-17 Inertial Reference Unit (IRU)	A4M
973	Bomb NAV/INS/Station Keeping Equipment	A4M

976	ECM/C-17 Defensive/Missile Warning System	A4M
989	Airborne battlefield command control center (capsule)	A4M
991	Emergency/Survival equipment	A4M
996	Personnel and Miscellaneous equipment on the aircraft	A4M
997	Explosive devices and components	A4M
998	C-21 maintenance related deviation	A4M

Table 6.32. Other.

Code	Description	OPR
999	Other Logistics Maintenance deviation - specific deviation code not available. Detailed remarks are required.	A4M

6.10. Mission Velocity Initiative (MVI) Deviation Codes. Mission velocity initiative deviation codes highlight certain deviations occurring on missions participating in a HQ-directed reduced ground time initiative.

6.10.1. Assign the appropriate mission velocity code when **all** of the following conditions exist:

6.10.1.1. A mission is participating in a HQ-directed initiative that aims to increase mission velocity through reduced ground times. **Note:** Initiatives will be announced by the implementing authority in a HQ-generated message. These codes do not apply to unit-directed velocity initiatives.

6.10.1.2. **Only** if the mission would have departed within DST if the initiative's reduced ground time was **not** a factor. The following situation illustrates a scenario when these delay codes would apply: The minimum authorized quick-turn ground time for a C-5 is 3+45. However, the mission is participating in a velocity initiative that directs 3+15 on the ground. This mission is authorized a mission velocity code if it departs prior to 3+45 on the ground. It is **not** authorized one of these codes for any delays occurring beyond 3+45 on the ground.

6.10.2. Mission velocity deviation codes are only authorized for use as a primary deviation. A corresponding secondary delay amplifying the reason for the deviation must be used is also required. The following example illustrates proper mission velocity code assignment: A mission velocity participating C-5 is scheduled for 3+15 on the ground and departs 3+35 after arrival. The reason for delay is cargo loading time exceeded. The primary delay code would be X-398 and the secondary delay would be X-340 for load time exceeded. Delay verbiage must amplify the reason for the deviation.

6.10.3. Mission velocity deviation codes are not authorized to be used with an "L" prefix or for recycle missions.

Figure 6.1. Mission Velocity Initiative Code Eligibility Window.

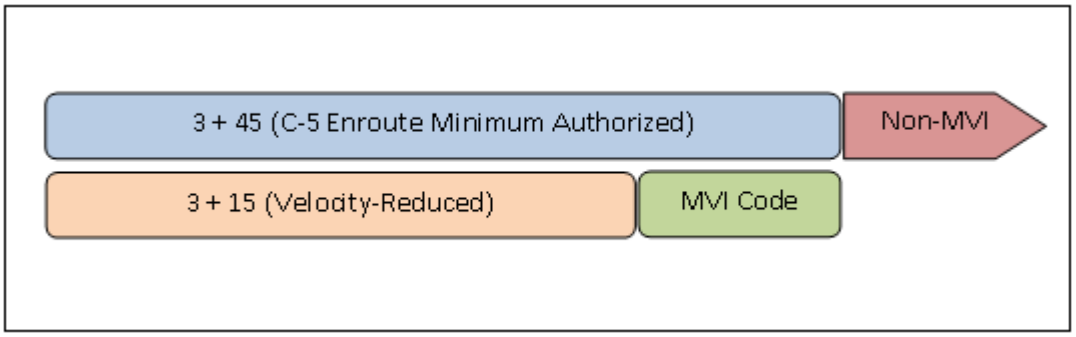


Table 6.33. Mission Velocity Initiatives.

Code	Description	OPR
198	Miscellaneous Deviation on a velocity initiative mission (use for applicable missions where the primary mission deviation is attributable to a miscellaneous deviation)	A3O
298	Operations Deviation on a velocity initiative mission (use for applicable missions where the primary mission deviation is attributable to operations)	A3O
398	Transportation Deviation on a velocity initiative mission (use for applicable missions where the primary mission deviation is attributable to Cargo/Pax and other Aerial Port functions)	A4T
498	Contract Carrier Deviation on a velocity initiative mission (use for applicable missions where the primary mission deviation is attributable to the contract/commercial carrier)	A3K
598	618 AOC Deviation on a velocity initiative mission (use for applicable missions where the primary deviation is attributable to 618 AOC) **Note:** The secondary deviation requires a control number issue by 618 AOC/XOCG	618 AOC
798	Logistics Deviation on a velocity initiative mission (use for applicable missions where the primary deviation is attributable Logistics (non-Transportation, non-Maintenance)	A4R
898	Saturation Deviation on a velocity initiative mission (use for applicable missions where the primary deviation is attributable logistics equipment and/or logistics personnel saturation)	A4R
990	Maintenance Deviation on a velocity initiative mission (use for applicable missions where the primary deviation is attributable to maintenance)	A4M

Chapter 7

MISSION RELIABILITY

7.1. General. The Mission Reliability Program measures operational effectiveness by tracking mission departure delays at AMC CONUS, and AMC en route locations. Commander-to-commander dialogue throughout the chain of command is essential. Although deviations are identified at one command level, some changes may necessitate coordination or action at other command levels due to the interrelated nature of the air mobility system.

7.1.1. Mission reliability analyzes data by aircraft type and location. The program only measures AMC missions at/or transiting through AMC locations. AMC-gained aircraft are only included in this analysis when flying AMC missions (as indicated by mission ID) at/or transiting through AMC locations.

7.1.2. MAF aircraft that are not operating on AMC missions are not included in mission reliability analysis. In addition, AMC aircraft transiting non-AMC locations and Change of Operational Control (CHOPd) aircraft are not included in mission reliability analysis. Lastly, mission reliability analysis is conducted by location not by unit; consequently, multiple units staged from one location cannot be differentiated.

7.2. Mission Reliability Analysis. Mission reliability analysis is used at both HQ AMC and unit level to identify and correct negative trends. The HQ AMC staff uses mission reliability data to analyze aircraft systems performance, evaluate business rules, and review functional-level processes. Local commanders will use mission reliability data to assess internal processes which affect their station's ability/inability to produce on-time mission departures.

7.2.1. HQ AMC Directors will establish procedures and designate division level OPRs to monitor mission reliability data integrity periodically throughout the month. Division OPRs will work with unit level OPRs to correct problems and elevate, as required, for problem resolution.

7.2.2. Unit commanders will establish written procedures and designate representatives to review/validate mission reliability information on a monthly basis using the following five-step process:

Table 7.1. Five-Step Mission Reliability Performance Process.

1.	Detect a change in reliability using the Deviation Accountability Rate (DAR) formula.
2.	Analyze the data to identify causal factors for the changes.
3.	Document factors impacting reliability and develop a course of action to improve departure reliability.
4.	Implement changes for improving reliability.
5.	Return to Step #1 to assess the effectiveness of implemented changes; adjust as necessary, and identify new factors affecting mission reliability.

7.2.3. The AMC Data Warehouse (ADW) is the official data source for mission reliability analysis. The Reports Information Database Library (RIDL), an application within GDSS, is used to acquire ADW data used for trend analysis.

7.2.4. Unit-level deviation analysis and downloads of AHS mission reliability data are available through the RIDL reports. A GDSS username and password is required to access RIDL. For assistance contact the GDSS Help Desk at DSN 576-4949 or refer to the *GDSS Reports Library Web User Manual* at url: **https://gdss2support.scott.af.mil/index.jsp?c1=25.**

7.3. Mission Reliability Formulas. The HQ AMC staff uses two mission reliability formulas; Departure Reliability (DR) and Deviation Accountability Rate (DAR), to calculate, analyze, and brief AMC leadership on a single unit, multiple units, and/or the command's mission reliability. These formulas are the command standard.

7.3.1. Departure Reliability (DR). DR measures total "on-time" departure rates by location regardless of cause. **Note:** On time refers to the standard for departures contained within AFI 11-2XX, Volume 3, *Flying Operations* series—those missions departing within 14 minutes of the DST. The command baseline for DR is 80%. DR provides HQ AMC staff personnel with macro-level trend analysis information and helps identify potential failure points in the mission generation process. DR measures many factors that cannot be solved at the unit level; consequently, local commanders will not use the DR formula to assess their ability/inability to produce on-time mission departures.

7.3.1.1. DR is calculated as the number of on-time takeoffs divided by the total departures for qualifying missions multiplied by 100. The final figure is expressed as a percentage. **Example:** 36 deviations out of 240 total departures; DR equals 85%. The following are qualifying missions:

7.3.1.1.1. All 618 AOC-tasked missions.

7.3.1.1.2. All training missions meeting the following criteria:

7.3.1.1.2.1. Off station trainers (OST) with "E" as the 2nd character of the mission ID.

7.3.1.1.2.2. Local trainers with a "U" as the 2nd character performing air refueling training sorties as a receiver and/or tanker.

Figure 7.1. Departure Reliability (DR) Formula.

$$DR = \left(\frac{\text{NUMBER OF } \textbf{ON TIME DEPARTURES}}{\textbf{TOTAL NUMBER OF DEPARTURES}}\right) \text{X } 100$$

7.3.2. Deviation Accountability Rate (DAR). DAR measures delayed departures by location using only accountable deviations in the formula. Accountable deviations are categorized by agency. DAR provides unit-level commanders the percentage that DR would increase if those deviations did not happen. **Example:** 6 out of 36 deviations are attributed to passenger service, DAR for passenger service deviations equate to the following: 6 (passenger service deviations) / 240 (total departures) = 2.5%.

Figure 7.2. Deviation Accountability Rate (DAR) Formula.

$$DAR = \left(\frac{\text{NUMBER OF ACCOUNTABLE DEVIATIONS}}{\text{TOTAL NUMBER OF DEPARTURES}}\right) \text{X } 100$$

7.4. Prescribed and Adopted Forms:

7.4.1. Prescribed Forms: No forms prescribed.

7.4.2. Adopted Forms: AF Form 847

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Attachment 1

GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION

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Abbreviations and Acronyms

AATS— Aircrew/Aircraft Tasking System

AC— Aircraft Commander

ACARS— Aircraft Communications Addressing and Reporting System

ACFP— Automated Computer Flight Plan

ACFT— Aircraft

ACL— Allowable Cabin Load

ADS— Aerial Delivery System

AE— Aeromedical Evacuation

AGE— Aerospace Ground Equipment

AHS— AMC History System

AMCC— Air Mobility Control Center

AMD— Air Mobility Division

AMPAS— Air Mobility Performance Analysis System

APCC— Aerial Port Control Center

AOC— Air and Space Operations Center (USAF)

AOR— Area of Responsibility

APU— Auxiliary Power Unit

AR— Air Refueling

ARCP— Air Refueling Control Point

ARCT— Air Refueling Control Time

ARIP— Air Refueling Initial Point

ARMS— Air Refueling Management System

ATA— Actual Time of Arrival

ATB— Actual Time of Block

ATD— Actual Time of Departure

ATO— Air Tasking Order

ATOC— Air Terminal Operations Center

C2— Command and Control

CAF— Combat Air Forces

CAMPS— Consolidated Air Mobility Planning System

CDD— Crew Duty Day

CDT— Crew Duty Time

CECR— Crew Enhancement Crew Rest

CFP— Computer Flight Plan

CMW— Compartmented Mode Workstation

CONUS— Continental United States

CP— Command Post

CP— Co-pilot

CRE— Contingency Response Element

CRG— Contingency Response Group

CRT— Contingency Response Team

CSE— Contingency Support Element

CVAM— Office of the Vice Chief of Staff, USAF, Airlift Missions

DAR— Deviation Accountability Rate

DR— Departure Reliability

DHD— (Aircraft) Due Home Date

DNIF— Duty Not Including Flying

DST— Deviation Start Time

DTS— Defense Transportation System

DV— Distinguished Visitor

DZ— Drop Zone

D2— Due To

ECM— Electronic Counter Measures

ESTA— En-route Support Team Advanced

ETA— Estimated Time of Arrival

ETB— Estimated Time of Block

ETD— Estimated Time of Departure

ETIC— Estimated Time in Commission

FAA— Federal Aviation Administration

FAC— Functional Area Coordinator

FE— Flight Engineer

FLIP— Flight Information Publication

FM— Flight Manager

FMC— Fully Mission Capable

FSL— Forward Supply Location

GATE— Global Air Transportation Execution System

GDSS— Global Decision Support System

G081— Core Automated Maintenance System for Mobility

GTN— Global Transportation Network

HAZMAT— Hazardous Material

HF—ALE - High Frequency Air Link Establishment

ICAO— International Civil Aviation Organization

IFM— Integrated Flight Management

IFR— Instrument Flight Rules

ILS— Instrument Landing System

INS— Inertial Navigation System

ISO— Isochronal Inspection

ITV— In-Transit Visibility

JA/ATT— Joint Airborne/Air Transportability Training

JCS— Joint Chiefs of Staff

JFACC— Joint Forces Air Component Commander

LFA— Legal For Alert

LM— Loadmaster

LZ— Landing Zone

XOCL— Logistics Readiness Center

MARE— Major Accident Response Exercise

MADAR— Malfunction Analysis, Detection, and Reporting

MAF— Mobility Air Force

MC— Mission Capable

MCF— Maintenance Control Flight

MDS— Model, Design, and Series (aircraft type)

ME— Mission Essential

MEDEVAC— Medical Evacuation

MEL— Minimum Equipment List

MEP— Mission Essential Personnel

MHE— Materiel Handling Equipment

MICAP— Mission Impaired Capability Awaiting Parts

MLS— Multi-Level Security

MOC— Maintenance Operations Center

MOG— Maximum On Ground (parking MOG, working MOG, and contingency MOG)

MRO— Mission Reliability Office

MSK— Mission Support Kit

MSN— Mission

MX— Maintenance

NAF— Numbered Air Force

NMC— Not Mission Capable

NMCB— Not Mission Capable--Both Maintenance and Supply

NMCM— Not Mission Capable--Maintenance

NMCS— Not Mission Capable--Supply

OCONUS— Outside Continental United States

OPCON— Operational Control

ORI— Operational Readiness Inspection

OSA— Operational Support Airlift

PAX— Passenger(s)

PDM— Programmed Depot Maintenance

PMC— Partially Mission Capable

PNAF— Prime Nuclear Airlift Force

POL— Petroleum, Oil, and Lubricants

PPR— Prior Permission Required

PSC— Passenger Service Center

RIDL— Reports Information Database Library

RON— Remain Over Night

R2— Remove and Replace

SAAM— Special Assignment Airlift Mission

SAM— Special Air Mission

SATCOM— Satellite Communication

SITREP— Situation Report

SMS— Single Mobility System (USTRANSCOM)

SRT— Scheduled Return Time

618 AOC— 618th Air Operations Center

TBMCS— Theater Battle Management Core System

TMDS— Table Management Distribution System

TOA— Time of Arrival

TOT— Time Over Target

TPFDD— Time Phased Force Deployment Data

TTF— Tanker Task Force

TWCF— Transportation Working Capital Fund

XFER— Transfer

WUC— Work Unit Code

WX— Weather

Terms

AATS.—Aircrew/Aircraft Tracking System is a tasking tool that takes into account limitations imposed by aircrew and aircraft availability.

Additional Crew Member (ACM). Aircrew members not required for a particular mission being flown, but who are required for follow—on missions. See AMCI 11-208 for additional details.

Aeromedical Evacuation (AE). AE system provides fixed—wing movement of patients requiring supervision by AE Crewmembers (AECM's) to locations offering appropriate levels of medical care.

Aeromedical Evacuation Control Team (AECT).—The AECT is the central source of expertise for aeromedical evacuation. This team is responsible for operational planning, scheduling, and execution of scheduled and unscheduled AE missions through the appropriate AE elements. The AECT monitors execution of AE missions and coordinates and communicates with theater planning cells and AE elements. The AECT advises and briefs the DIRMOBFOR on AE issues.

Aerospace Expeditionary Force (AEF).—An organization comprised of aerospace capabilities that provides tailored force packages to meet theater combatant commander's needs across the full spectrum of military operations. AEFs are inherently capable of performing one or more of the Air Force's basic functions: counter air, counter space, counter land, counter sea, strategic attack, counter information, command and control, airlift, air refueling, space lift, space support, special operations employment, intelligence, surveillance, reconnaissance, and combat search and rescue. The fundamental underpinning to the sustained execution of these functions is the Air Force's ability to provide the full complement of Expeditionary Combat Support forces.

Airborne Report (AIREP). A report made by an aircraft while airborne concerning position, weather, and aircraft data. It is used for recording in—flight weather and position reports primarily when flying on over-water missions.

Airlift Control Team (ALCT). The ALCT is the source of intra—theater expertise within the AMD. The ALCT brings intra-theater airlift functional expertise from the theater organizations to plan and coordinate intra-theater airlift operations in the AOR/JOA for the JFACC.

TRANSCOM/AMC may augment the ALCT with intra-theater airlift expertise. These two sources of airlift expertise integrate into a single ALCT within the AMD.

Air Mobility Control Center (AMCC). AMCC is the functional name for the Command and Control (C2) flight which is a part of each Air Mobility Squadron (AMS). AMCCs provide C2 support at key en route locations. Normally OCONUS AMCCs manage all aircraft and aircrews operating AMC and AMC—gained missions through their location. Assigned personnel monitor strategic mobility missions, report mission movement for theater assigned C-130 forces (when operating on AMC missions), and coordinate ground support activities to include maintenance, aerial port services, and aircrew support for all AMC and AMC-gained missions transiting their station.

Air Mobility Control Team (AMCT).—The AMCT serves as AMD's centralized source of air mobility C3 during mission execution. The Chief of AMD uses the AMCT to direct or redirect, as required, air mobility forces in concert with aerospace forces to respond to requirement changes, higher priorities, or immediate execution limitations. The AMCT deconflicts all air mobility operations into, out of, and within the AOR/JOA. The AMCT maintains execution process and communications connectivity for tasking, coordinating, and flight following with the AOC COD, subordinate air mobility units, and mission forces.

Air Mobility Control Unit (AMCU). The terms "AMS, AMCF, ALCS, ALCF, USAFE AMS, and PACAF OSD" are interchangeable and describe the in—garrison unit identifier. Unless otherwise noted, the term "Air Mobility Control Unit (AMCU)" collectively refers to those units. (OPR: DOO)

Air Mobility Division (AMD).—One of five divisions that make up the Air and Space Operations Center (AOC). The AMD plans, coordinates, tasks and executes the air mobility mission. The AMD is comprised of four core teams: Air Mobility Control Team; Airlift Control Team; Air Refueling Control Team, and the Aeromedical Evacuation Control Team.

Air and Space Operations Center (AOC). The principal air operations installation (land—based or sea-based) from which all aircraft and air warning functions or tactical air operations are controlled. The AOC is the senior air operations element of the theater air control system.

Air Refueling Control Point (ARCP). The planned geographic point over which the receiver(s) arrives in the observation/precontact position with respect to the assigned tanker. Ref. T.O. 1—1C-1

Air Refueling Control Team (ARCT).—The air refueling control team plans and tasks air refueling missions to support theater aerospace operations and coordinates air refueling planning, tasking, and scheduling to support an air bridge and/or global attack missions within the AOR/JOA.

Air Refueling Exit Point (A/R EXIT PT).—The designated geographic point at which the refueling track terminates. In a refueling anchor it is a designated point where tanker and receiver may depart the anchor area after refueling is complete.

Air Refueling Initial Point (ARIP).—A point located upstream from the ARCP at which the receiver aircraft initiates a rendezvous with the tanker.

Air Refueling Track.—A track designated for air refueling.

Airlift Requirement.—That tonnage (passengers, cargo, medical evacuees, and/or mail) required to be airlifted to or from an area during a definite period.

Allowable Cabin Load (ACL).—The maximum payload that can be carried on a landing gross weight, or by the maximum zero fuel weight.

Alternate Airfield.—An airfield specified in a flight plan to which a flight may proceed when a landing at the point of first intended destination becomes inadvisable.

AMC—assigned Airlift Forces. Airlift forces assigned to AMC and over which AMC/CC exercises operational control.

Augmented Aircrew. A basic aircrew supplemented by additional aircrew members to permit in—flight rest periods. As a minimum, an augmented crew provides for in-flight rest for crewmembers, if they are authorized and required for aircraft being flown or missions being performed. Ref. AFI 11-202, Volume 3.

Block Time. Block—out time is the time when the aircraft chocks are withdrawn, brakes released, and the aircraft begins to taxi from parking for takeoff. Block-in time is the time when the aircraft physically stops in its parking slot upon arrival and is chocked.

Blue Bark.—US military personnel, US citizen civilian employees of the DOD, and the dependents of both categories who travel in connection with the death of an immediate family member. It also applies to escorts for dependents of military members traveling under competent orders.

Border Clearance.—Those clearances and inspections required to comply with Federal, state, and local Agricultural, Customs, Immigration, and immunization requirements.

Cancel Itinerary Stop.—In GDSS, the act of cancelling an air event/location and proceeding to the next scheduled event/location. This is commonly referred to as an "overflight."

Change of Operational Control (CHOP). The date and time (Greenwich Mean Time—GMT) at which the responsibility for operational control of a force or unit passes from one operational control authority to another. The CHOP point is the geographical position where responsibility for operational control of a mission is transferred.

Channel Airlift. Common—user airlift service provided on a scheduled basis between two points.

Channel Traffic.—The movement of passengers and cargo over established worldwide routes served by scheduled aircraft under the control of AMC or commercial aircraft under contract to AMC.

Civil Reserve Air Fleet (CRAF).—A fleet made up of civil aircraft volunteered by US carriers to augment the airlift capability of AMC in times of crisis or national emergency.

Close Hold Missions.—Certain highly sensitive missions that require special handling, limited access, and modification to normal command and control procedures.

Close Watch Missions.—Term used to ensure designated missions receive special attention. All possible actions are taken to ensure on time accomplishment, and users are notified when deviations occur or can be anticipated.

Coin Assist.—Nickname designating dependent spouses, accompanying dependent children, and dependent parents of military personnel reported missing or captured who may travel space available on military aircraft for humanitarian purposes upon approval of the Chief of Staff, US Army; Chief, Naval Operations; Chief of Staff, US Air Force; or the Commandant of the Marine Corps.

Command and Control Manager.—The OIC, chief, superintendent, or NCOIC directly in charge of the CP/AMCC.

Command & Control System.—The facilities, equipment, communications, procedures, and personnel essential to a commander for planning, directing, and controlling operations of assigned forces pursuant to the mission. The facilities, equipment, communications, procedures, and personnel essential to a commander for planning, directing, and controlling operations of assigned forces pursuant to the mission assigned.

Command Post (CP). A C2 center from which the commander and staff direct actions in support of the unit's assigned mission. The CP is the focal point of the unit operation, and as such receives and disseminates orders, information, and requests necessary for the C2 of assigned forces and operations. Each Air Force base has some type of CP—-base, wing, major command (MAJCOM)-- or a combination of CPs at the same base. The number of personnel required to operate a CP depends on the mission supported. Air Mobility Control Centers (AMCCs) are primarily located overseas.

Common User Airlift Service.—The airlift service (military or commercial augmentation) provided on a common basis for all DOD agencies and as authorized for other components of the US government.

Contingency Response Element (CRE). A provisional, deployed AMC organization established at fixed, en route, and deployed locations where AMC operational support is non—existent or insufficient. A CRE provides continuing on-site management of AMC airfield operations including C2, communications, aerial port, maintenance, security, services, weather, finance, contracting and intelligence--the critical elements needed to ensure a safe and highly efficient air base for all tanker and airlift operations. The CRE is composed of Contingency Support elements from various units and deploys in support of Special Assignment Airlift Mission (SAAM), Joint Airborne/Air Transportability Training (JA/ATT), tanker support, and contingency and emergency relief missions on both planned and "no notice" basis. Since CREs are deployed primarily to support AMC's global air mobility mission, they will normally remain under the operational control of COMAMC.

Contingency Response Group (CRG). Contingency Response Groups (CRGs) are designed to be first responders for opening airbases. These units will bridge the gap between the seizure forces and the follow—on combat/expeditionary combat support forces. CRGs are critical to the AF’s ability to rapidly deploy U.S. military forces and initiate air operations of any type in minimal time at any base or location around the globe. CRGs may also provide C2, aerial port services, quick turn maintenance, force protection and various airbase support capabilities for AMC’s Global Mobility mission. The CRG CONOPs and AFI 10-202, Contingency Response Groups, describes CRG operations. HQ AMC/A3MM is the functional manager for the CRGs.

Contingency Response Team (CRT). Performs the same functions as a CRE, but on a smaller scale. CRTs are normally led by an enlisted 7—level member certified as a CRT chief.

Contingency Support Element (CSE).—CSEs provide a specific mission support capability other than the core command and control, logistics, or aerial port services. They may be deployed as an element of a CRE or CRT, or as a small scale standalone entity.

Defense Transportation System (DTS). The DTS is that portion of the global transportation infrastructure that supports Department of Defense (DOD) common user transportation needs across the range of military operations. It consists of those common—user military and commercial assets, services, and systems organic to, contracted for, or controlled by DOD.

Departure Time.—The takeoff time for an aircraft as recorded by a control tower (or flight service station) and relayed to base operations or applicable command and control agency.

Divert. Operational term for the in—flight change of an aircraft's intended destination to any other airfield. Diversion is differentiated from a reroute in that a diversion occurs during flight.

DV/VIP.—Distinguished visitor/very important person. Military passengers, including those of friendly nations, of star/flag rank, or equivalent status to include diplomats, cabinet members, and members of Congress. Others may be designated as VIPs due to their mission or position by the agency of the Department of Defense authorizing the individual's travel. BLUE BARK passengers are handled by AMC as VIPs. DV/VIP Codes are listed in the DOD Flight Information Publication, *General Planning*.

En route Station.—Station between points of origin and destination at which missions will stop.

Engine Running Onload and Offload (ERO). Off—or onload of passengers and cargo with aircraft engines running to expedite aircraft movement or meet the time requirements of unit moves, joint training operations, exercises, and contingencies.

Flight Manager (618 AOC).—The core of Integrated Flight Management is the Flight Manager. He/she is an aircraft dispatcher licensed by the FAA and certified by the 618 AOC. The Flight Manager is in partnership with the aircraft commander for the safety and operational control of flights. To expedite and ensure safety of flight, the Flight Manager authorizes, regulates and manages assigned flights according to military and FAA regulations. The primary focus of the Flight Manager is to accomplish flight planning for the sortie by checking NOTAMS, weather, airfield suitability, etc., filing the flight plan with ATC, and producing a set of departure papers for the crew’s review and acceptance.

Global Air Traffic Management (GATM).—AMC’s program to equip for future worldwide Communication Navigation Surveillance/Air Traffic Management (CNS/ATM) requirements.

Global Command and Control System (GCCS).—GCCS is the command and control system of joint and coalition forces. It incorporates the force planning and readiness assessment applications required by battlefield commanders to effectively plan and execute military operations. Its Common Operational Picture correlates and fuses data from multiple sensors and intelligence sources to provide war fighters the situational awareness needed to be able to act and react decisively.

Ground Time. The period of time an aircraft is on the ground. Ground times for military and commercial aircraft differ; military aircraft ground time is computed from landing to takeoff, while commercial aircraft is from block—in to block-out.

GMT.—Greenwich Mean Time. Also called "Zulu" time. Used as the standard time throughout the world.

Hazardous Cargo/Materials.—Explosive, toxic, caustic, nuclear, combustible, flammable, biologically infectious, or poisonous materials that may directly endanger human life or property, particularly if misused, mishandled or involved in accidents.

International Civil Aviation Organization (ICAO) Code.—Four letter codes that identify specific locations. The first letter indicates the ICAO region and the nation/location by the last three letters. All Continental US codes begin with "K." (For example: "KCHS" designates Charleston AFB and "KDOV" designates for Dover AFB).

Joint Airborne/Air Transportability Training (JA/ATT). A JCS—directed program which provides basic airborne and combat airlift proficiency/continuation training for airdrop, assault air-land, and aircraft static loading conducted in a joint DOD environment. It ensures continued combat readiness of forces assigned and/or programmed for assignment to unified commands. AMC manages the AMC JA/ATT program.

Manifest.—Hard copy record of cargo and passengers airlifted on aircraft operated by, for, or under the control of the Air Force.

Mission Support Element (MSE). A MSE is an individual unit performing specific functions required to support airlift operations. Examples of MSEs are maintenance, aerial port, security forces, weather, intelligence, and flying safety. These MSEs may be deployed to support CRGs or existing AMC/non—AMC operations throughout the world. When deployed with a CRG, the MSE is under the direct command of the CRG commander. When deployed to augment an existing operation, an MSE is under the command of the supported unit commander or controlling AMC agency.

Office of the Vice Chief Of Staff, USAF, Airlift Missions (CVAM).—The tasking agency for SAM and SPAR missions flown by 89 AW and 310 AS.

Payload.—The combined weight of passengers, baggage, mail, and cargo carried on an airlift mission.

Prime Nuclear Airlift Force (PNAF).—Designated AMC airlift squadrons and aircrews trained and certified for peacetime movement of nuclear cargo.

Quick Turn.—Procedures designed to expedite the movement of selected airlift missions by reducing ground times at en route or turnaround stations.

Scheduled Takeoff Time. That takeoff time as established in the AMC cargo or passenger schedule or operation orders. For air aborts and diversions, this will be the total of block—in plus authorized ground time. Early deviation does not apply to aborts and diversions unless the mission is formally rescheduled.

Sortie.—A ground departure to a ground arrival with the potential of several airborne events in between.

Special Air Mission (SAM).—Missions operated by the 89 AW in support of the special airlift requirements of the Department of Defense.

Special Assignment Airlift Mission (SAAM).—Airlift requirements that require special consideration due to the number of passengers involved, weight, or size of cargo, urgency of movement, sensitivity, or other valid factors that preclude the use of channel airlift.

Theater—Assigned/Attached Airlift Forces. AMC airlift forces that are assigned or attached to a unified command for employment within the unified commander's theater of operations. These forces are under the command of the AMC/CC and under the operational control of the theater commander.

Transportation Working Capital Fund (TWCF). Established to finance the operations of the Single Manager Operating Agency for Airlift Service. TWCF pays for operating costs, which are replenished by charging airlift users for services performed. It is also used as a management tool to promote the efficient use of the airlift by—product of AMC's peacetime training program.

Very Very Important Parts (VVIP).—A designation applied to certain spare aircraft parts, which due to their high value, critical shortage, or immediate need to support NMCS requirements, must receive special handling during shipment.

Zulu.—Universal Coordinated Time, used as the prime basis of standard time throughout the world. ZULU time is used in all EAMs and OPREPs.

Maintenance Codes.

a. Fully Mission Capable (FMC)
b. Partially Mission Capable (PMC)
c. Not Mission Capable (NMC)
(1) Maintenance (NMCM)
(2) Supply (NMCS)
(3) Both (NMCB)

Attachment 2

AIRCREW/AIRCRAFT TASKING SYSTEM COMMITMENT LEVEL DEVIATION REPORTING

A2.1. General. The Aircrew Aircraft Tasking System (AATS) is designed to assist AMC leadership and unit commanders in striking a balance between wing training requirements and 18 AF/AOC operational requirements through optimizing aircrew and aircraft allocations. *AMC CONOPS for the Aircrew/Aircraft Tasking System (AATS*) governs the policy and procedure of the program. AMC/A3OO is the OPR for the CONOPS; it is available on the AMC/A3OO AF Portal webpage: **https://private.amc.af.mil/a3/a33/A33O/index.htm**. This attachment establishes guidance for reporting AATS commitment level deviations; it does not establish AATS policy.

A2.1.1. Execution Period. The execution period for AATS is 24-hour day based on Greenwich Mean Time (GMT), a.ka., "Zulu" time.

A2.2. Commitment Threshold. Commitment thresholds are used to forecast how many possessed aircraft will be available for tasking. **For deviation reporting purposes only**, **aircraft on 618 AOC-tasked missions are considered committed from the standard spot time (in Zulu) prior to launch** until mission termination at home station. Possessed aircraft that are delayed in the system are still committed until actual mission termination at home station.

A2.2.1. Wing Current Operations or Maintenance Operations Centers will provide the unit C2 agency with AATS information or C2 controllers may retrieve ATTS via the AMC/A4 AF Portal: **https://www.my.af.mil/gcss-af/USAF/AFP40/d/1074111948/Files/a4m/aats/hello.html**.

A2.3. Commitment Level Deviations. 618 AOC Commitment rate is generally defined as the number of AOC-tasked aircraft on the flying schedule divided by the number of possessed (taskable) aircraft. See **Figure A2.1** and **Figure A2.2** for the exact formula. Commitment rate metrics are used for 3 purposes: (1) daily execution, (2) long range planning management, and (3) quantifying past performance.

A2.3.1. Daily Execution Management: Commitment rate is used to identify delayed missions due to over-commitment, which saturates a unit's ability to generate aircraft. 618 AOC commitment rate measures how many 618 AOC taskable aircraft are in use or within their allocated spot time prior to take-off for delay accountability purposes only.

A2.3.1.1. AMC standard spot time is the maintenance release time prior to takeoff. The unit will determine and report the commitment level at spot time by using the formula below. **Example**: The spot time would affect the C-17 commitment rate if a deviation occurred within 5 hours of the scheduled takeoff time for a C-17 mission. KC-10 Exception: 12 hours for off-station 618 AOC missions, 2 hours for other missions.

Figure A2.1. Execution Commitment Rate Formula.

$$618\ \text{TACC Commitment Rate} = \left(\frac{\text{TACC } \mathbf{Tasked} \text{ Aircraft}}{\text{TACC } \mathbf{Taskable} \text{ Aircraft}}\right) \text{X } 100$$

Table A2.1. AMC Standard Spot Times.

AMC Standard Spot Times	
C-5	8 hours
C-17	5 hours
C-130	4 hours
KC-135	4 hours
KC-10	12 hours

A2.3.1.2. If commitment level at mission spot time exceeds 100% of the AATS for 618 AOC taskable aircraft or crews, the mission becomes eligible for a 505 or 516 deviation code (regardless of commitment rate at scheduled takeoff time). Additionally, missions that are slipped by 618 AOC (normally, "The Barrel") prior to spot time for forecasted tail availability are also eligible for either deviation code.

A2.3.1.3. Units will identify potential delays at spot time with a GDSS advisory that includes the current commitment level and ETD based on aircraft/aircrew availability. Continue to update the mission ETD via advisories if the mission departure time continues to slip for aircraft/aircrew availability. Over commitment at spot time does not alleviate the generation of aircraft, rather, it identifies the potential for a delay to occur.

A2.3.1.4. Overcommitment Deviation Codes.

A2.3.1.4.1. The 505 code is used when the unit is over committed because aircraft have not returned home at the original mission termination date.

A2.3.1.4.2. The 516 deviation code is used when the unit is over tasked due to HQ scheduling (intentionally or erroneously).

A2.3.1.4.3. Both deviation codes can only be used for 618 AOC missions and only for the number of missions exceeding the 618 AOC taskable allocation—not for every deviation encountered, i.e., one aircraft over committed, three deviations occur, only one mission should be coded with the 505 or 516 deviation code.

A2.3.1.4.4. 505 and 516 deviation remarks will contain the spot time commitment level percentage, unless the mission was slipped prior to spot time by 618 AOC. In addition, 505 deviation remarks will include the late returning mission(s) that caused over-commitment.

A2.3.1.4.5. The 516 deviation time will be determined from the difference between initial scheduled mission departure time and unit determined aircraft/aircrew availability mission departure time. Once the unit establishes a mission departure time, any further delay results in a secondary code and delay time from the unit established departure time.

A2.3.1.4.6. If the unit approved a crew enhancement deviation on a mission/aircraft that could have been utilized, preventing an over committed situation, a 500-series code will not be used.

A2.3.2. Long-range Planning Management: Long-range planning of capabilities is the most effective use of commitment rate and is an integral part of the Aircrew/Aircraft Tasking

System (AATS). Long-range AATS planning uses the commitment rate listed in **Table A2.1** to calculate the daily number of 618 AOC taskable aircraft and is calculated by AMC/A3O one time prior to the beginning of execution period using the following formula:

Figure A2.2. 618 AOC AATS Formula.

$$\text{Taskable} = [(\text{Possessed} - \text{Deployed}) * (\text{Commitment Rate})] - \text{Adjustments} - \text{Training Alllocation}$$

A2.3.2.1. Adjustments are management inputs to the AATS process to properly account for all AMC aircraft and all adjustments are clearly defined in the AATS process. The number of authorized allocated trainers is set by AMC/A3O for each unit and provided to the units via the AATS process.

A2.3.3. Quantifying Past Performance: Overall commitment rate measures the total impact of all unit taskings to include 618 AOC missions/alerts/spares, deployments, and local training (including maintenance and ground trainers). Exceeding overall commitment thresholds while staying below the 618 AOC commitment threshold of 100% will not result in authorized use of the over commitment deviation codes. However, operating above the planned overall commitment threshold will have negative long-term effects on aircraft fleet health. Overall commitment rate is calculated using the following formula:

Figure A2.3. Overall Commitment Level Formula.

$$\text{Overall Commitment} = \left[\frac{(\text{Trainers} + \text{AATS Adjustments} + \text{TACC Msns/Alerts /Spares})}{\text{Possessed Aircraft} - \text{Deployed}}\right] \text{X } 100$$

Note 1*:* Possessed aircraft are based on the Possession Identifier (PI) codes "IF" for C-17, and C-5; and "CA" for C-130, KC-10 and KC-135. PI codes are listed in AFI 33-110, *Data Administration Program*, and rules for reporting are in AFI 21-103, *Equipment Inventory, Status, and Utilization Reporting*.

Note 2: Include CHOPd and stage aircraft in the deployed number.

A2.4. Contingency Operations. During contingencies or increased operations, and at the direction of AMC/CV, schedulers will use the contingency commitment rates in **Table A2.2**. for commitment level monitoring. AMC/A3O calculates the contingency commitment rate, using the AATS formula, and provides schedulers the new number of taskable aircraft.

Table A2.2. AMC Overall Planning Commitment Levels.

MDS	Normal	Contingency/Surge
C-5	65 %	75 %
C-17	85 %	90 %
C-130J	75 %	85 %
C-130E/H	65%	75%
KC-135	80 %	85 %

KC-10	80 %	80 %

A2.4.1. As directed by AMC/CC or AMC/CV, AMC may enter a max surge operation where commitment levels and thresholds no longer apply. During this period use of the "505/516" deviation codes is authorized only when the contingency/surge rate identified in **Table A2.2** is exceeded.

A2.4.1.1. If 618 AOC tasks an outbound mission on a returning aircraft and does not allow allotted spot time prior to take off, use deviation code 517. All other deviations will be recorded for the underlying cause of the deviation. The 517 deviation code is only authorized during AMC/CC or AMC/CV maximum surge operations.

Attachment 3

MAF COMMAND, CONTROL, COMMUNICATIONS, AND COMPUTER SYSTEMS (C4)

A3.1. General. There are numerous systems that provide commanders and other key personnel at all levels with timely and accurate data for command and control of MAF resources. It is imperative that these systems be utilized as they were intended to ensure effective visibility and control of these resources. This chapter outlines duties, responsibilities, and policies for the current primary systems used at Force and Unit levels for mission and resource management and the execution of MAF missions. It also provides a brief description of other related systems, and provides an explanation of how these systems work together to provide global visibility of MAF resources.

A3.2. System Training. Management at all levels is responsible for ensuring users of MAF C4 systems satisfy specific training standards prior to making unsupervised entries.

A3.3. ACARS. The Aircraft Communications Addressing and Reporting System is a digital data link system transmitted via VHF, SATCOM, and HF radio that allows airline flight operations departments to communicate with the various aircraft in their flight. ACARS can be considered to be "e-mail for airplanes" as it achieves near real-time delivery of weather, flight plans, and other message capabilities. Aircraft equipped with ACARS messaging will automatically populate movement times in GDSS with actual time of landing, block-in, block-out, and ATD. Controllers will have the ability to overwrite times. Currently, GDSS exchanges information with ACARS equipped KC-135, C-5, and C-17 Aircraft. The C-130, KC-10, and KC-X aircraft are also programmed to acquire an ACARS capability in the future.

A3.4. ACFP. The Advanced Computer Flight Plan system is designed to generate wind-optimized flight plans. Unit mission planners, 618 AOC Flight Planners and 618 AOC Flight Managers use this system to select optimum flight profiles and routes for MAF aircraft. In peacetime, flight plans must meet requirements for automating aircrew flight plan tasks. In addition, flight plans must meet requirements for maximizing cargo loads and conserving fuel. During wartime, flight plans must provide flight planners the flexibility to select options, which, for example, minimize the fuel taken out of theater, maximize cargo loads, minimize or avoid threat areas, and ensure accurate time over target.

A3.5. ARMS. Accessed via the CAMPS Portal, the Air Refueling Management System (a component of the Consolidated Air Mobility Planning System—CAMPS) provides the DoD air refueling operations community a web-based refueling request, validation, and tanker unit assignment/volunteer capability to synchronize global AR requirements management. ARMS provides a display of track availability to the user to assist in track and request submissions. ARMS was directed to be used by USTRANSCOM on 1 Oct 2008 for the submission of air refueling requests of all types (Coronets, short-notice, long-range Horseblanket, business efforts, etc.) where the air refueling requests/events and availability of tanker resources is managed at USTRANSCOM, MAJCOM, AOC, and the unit levels. ARMS works in an integrated manner with the CAMPS Client Air Refueling Manager application.

A3.6. CAMPS. The Consolidated Air Mobility Planning System is AMC's force-level C2 planning and scheduling system that provides mission planners with tools for airlift/air refueling requirements management at the USTRANSCOM and AOC, and MAF mission planning and

scheduling during peacetime, contingency, humanitarian, and wartime operations. Operating separate unclassified and classified systems, CAMPS interfaces with other C2 systems to providing mission schedules and event information. The CAMPS Portal manages a user access to the CAMPS web-based requirements applications of ARMS, SRS, ITARS, PPR, and DCS. CAMPS training is available through the USAF Expeditionary Center's Detachment 1 for AOC/AMD, and Det 2 for the 618 AOC. The web-applications have online training materials for approved users.

A3.7. Combat Track II. Combat Track II provides two-way secure communication messaging between multiple ground and airborne nodes. It also provides in-flight following via automatic Global Position System (GPS) position reports displayed on standard navigation charts. The CTII system can be used in support of contingency operations and close watch/high interest missions within AMC.

A3.8. G081 Broker. G081 is the Core Automated Maintenance System for Mobility. G081 provides the Air Mobility Command (AMC) both a worldwide maintenance management system and a Logistics Command and Control (C2) capability for aircraft. The system provides a central database of real-time updates and access to critical logistics information. It provides visibility of aircraft operational status, aircraft location, aircraft historical discrepancies, aircraft modification status, personnel information, support equipment information, and shop production information. G081 and GDSS share information through the AMC Interface Device. Each system updates the other with parking spots, fuel, MX status, itineraries, etc.

A3.9. GATES. The Global Air Transportation Execution System is a transportation system for AMC to support USTRANSCOM's DTS 2010 Integration Plan requirements. GATES functionality includes cargo and passenger processing information used to direct AMC mobility operations worldwide, providing the air portion of passenger and cargo In-transit Visibility (ITV) information to the Global Transportation Network (GTN).

A3.10. GDSS. Global Decision Support System is AMC's primary C2 system, which provides C2 information to over 40 other systems for the aircrew and aircraft scheduling, management and execution of airlift and air refueling missions. It is designed to provide global visibility over MAF missions and other command forces that are linked to the MAF missions.

A3.10.1. Each functional user is responsible for submitting accurate and valid data. Each OIC/Superintendent supporting functional users is responsible for operator training within his or her functional area. GDSS provides an organizational training database for user training.

A3.10.2. Each wing/unit commander will assign a GDSS Functional Area Coordinator (FAC). FAC duties, as listed in the User's Manual, include being the overall POC for GDSS matters, conducting periodic Users' Group meetings, as well as ensuring an effective unit-level training program. Users' access to GDSS is based on the user's role (Duty Position) and the privileges associated with that role. This defines what data is requested from the servers and brought down to the client.

A3.11. GTN. USTRANSCOM Global Transportation Network (GTN) collects and integrates transportation information from selected transportation systems. The resulting information is provided to the President and Secretary of Defense, combatant commanders, USTRANSCOM, its component commands, and to DOD customers to support transportation planning and

decision making during peace and war. GTN gives users a seamless, real-time ability to access both classified and unclassified transportation and deployment information.

A3.12. Reports Information Database Library (RIDL). The set of applications that accesses GDSS historic data from either the AMC History System (AHS) for mission data prior to Jan 2005 or from the AMC Data Warehouse (ADW) for mission data Jan 2005 to current. To access RIDL, users must have a valid GDSS account with reports privileges. Users can use RIDL for on-demand reports as well as scheduled reports. HQ AMC/A3RS is the single point of contact for all requests for data from GDSS from any agency outside of the Department of Defense.

A3.13. SMS. The Single Mobility System is a USTRANSCOM system which is composed of requirements visibility and electronic mission trading, data entry, collaboration, and after action reporting. It also contains a limited read-only flight-following capability with data from GDSS. SMS receives visibility on CAMPS notional missions and HQ mission schedules before tasking actions are determined by 618 AOC for 618 AOC-tasked missions and provide ARC volunteer unit information for both the aircraft/aircrew and Aeromedical unit to support HQ Aeromedical Evacuation mission scheduling.

A3.14. TBMCS. The Theater Battle Management Core System functionality includes intelligence processing, air campaign planning, execution and monitoring, as well as weather monitoring and analysis. TBMCS is used to produce the theater ATO and Special Instructions (SPINS) for all aircraft within the Area of Responsibility (AOR). At the force-level, TBMCS supports the Joint Forces Commander (JFC) through the Air and Space Operations Center (AOC) and Air Support Operations Center (ASOC).

A3.15. TMDS. The Table Management Distribution System is an AMC unique system that standardizes reference data for MAF C2 systems i.e., units, aircraft type, tail numbers, etc. When reference data is ready to be distributed, TMDS sends the data to external systems (GDSS). User inputs are validated against these tables prior to transmission to ensure data integrity.

A3.16. TRAC2ES. The TRANSCOM Regulating and Command & Control Evaluation System (TRAC2ES) combines transportation, logistics, and clinical decision elements into a seamless patient movement automated information system. It is capable of visualizing, assessing, and prioritizing patient movement requirements, assigning proper resources, and distributing relevant data to deliver patients efficiently. The system automates the processes of medical regulation (assignment of patients to suitable medical treatment facilities) and aeromedical evacuation during peace, war, and contingency operations. TRAC2ES automates Global/Theater Patient Movement Requirements Center operations at HQ, United States Transportation Command (USTRANSCOM); HQ, United States European Command; and HQ, United States Pacific Command. TRAC2ES also provides deployable Patient Movement Requirements Center capabilities to support CINC or JTF requirements on a global basis. TRAC2ES supports the Joint Vision 2010 concept of focused logistics by fusing information, logistics, and transportation technologies to provide rapid medical regulation and patient evacuation during crisis situations. It enables a deployed force to be more efficient in protecting lives.